

January spotlight 2018



Warrington
& District Motor Club



Wern Ddu Gravel PCA
3rd December 2017

Kris Coombes / Louis Baines : Preston Motorsport Club

Photo Courtesy of George Jennings

www.sd34msg.org.uk

Volume 9 : Issue 1 : January 2018 : Maurice Ellison



MOTOR SPORT GROUP

Chairman's Chat

I hope you all enjoyed and survived the Christmas festivities and after a short break are looking forward to saying goodbye to 2017 and anticipating what 2018 might bring.

The 2018 Championship Calendar has now been finalised and appears within and shows plenty of events to either compete on or help with the organisation. I want to wish everyone a safe and enjoyable season in whatever involvement you have with another year of motorsport.

Don't forget that the 2017 Championship year isn't quite over as we will be having our Awards Presentation Evening on Friday 2nd March at Blackburn Rugby Club and I look forward to as many of you as possible attending as I'm sure it will be another great evening.

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

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SD34MSG : Member Clubs & Contact Details

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Comprising the following 10 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Garstang & Preston MC
www.gpmc.co.uk

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Mark Wilkinson - secretary@nwstages.co.uk

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Contact either Les Fragle, Maurice Ellison
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Birthdays, Anniversaries. Club Nights**

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

2017 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	992	1	1
U17MC-NW	798	2	2
Garstang & Preston MC	623	3	3
Bolton-le-Moors CC	589	4	4
Liverpool MC	465	5	6
Preston MC	393	6	8
Blackpool South Shore MC	330	7	9
Stockport061 MC	237	8	14
Division B		Position	
Club	Points	Div	O/A
Warrington & DMC	516	1	5
Wigan & DMC	413	2	7
Accrington MSC	311	3	10
Airedale & Pennine MCC	257	4	11
Matlock MC	253	=5	=12
Pendle & DMC	253	=5	=12
Wallasey MC	220	7	15
Manx AS	177	8	16
Division C		Position	
Club	Points	Div	O/A
Mull CC	110	1	17
Knowldale CC	93	2	18
Hexham & DMC	67	3	19
CSMA (NW)	31	4	20
Lightning MSC	13	5	21
High Moor MC	2	6	22
Lancashire A.C.	0	=7	=23
2300	0	=7	=23
Motor Sport North West	0	=7	=23
Last Updated 15 th December 2017			

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Amanda Baron	207	AMSC	Y
2	Maurice Ellison	190	CDMC	Y
3	Tracy Smith	177	AMSC	Y
= 4	Robert O'Brien	117	WaDMC	Y
= 4	William O'Brien	117	WaDMC	Y
6	Alan Shaw	109	PDMC	Y
7	Alexander Baron	107	AMSC	Y
8	Barry Wilkinson	101	PDMC	Y
= 9	Sean Robertson	87	LivMC	Y
= 9	Steve Smith	87	AMSC	Y
= 11	Jez Turner	70	CDMC	Y
= 11	Les Fragle	70	G&PMC	Y
= 11	Les Eltringham	70	PDMC	Y
14	John Harden	64	LivMC	Y
= 15	David Hunt	60	LivMC	Y
= 15	Steve Price	60	CDMC	Y
= 17	Geoff Main	57	LivMC	Y
= 17	Peter Wright	57	PDMC	Y
= 19	Victoria Swallow	50	PMC	Y
= 19	Dave Barratt	50	AMSC	Y
= 21	Bill Gray	47	LivMC	Y
= 21	Peter Wilkinson	47	PDMC	Y
= 21	Peter Schofield	47	PDMC	Y
= 24	Andy Fell	44	LivMC	Y
= 24	Steve Lewis	44	CDMC	Y
= 26	Steve Kennell	47	CDMC	Y
= 26	Chris Woodcock	40	CDMC	Y
= 26	Heidi Woodcock	40	CDMC	Y
= 26	Alex Brown	40	PMC	Y
= 26	Joe Ring	40	PMC	Y
= 26	Terry May	40	PMC	Y
= 26	Colin Baines	40	PMC	Y
= 26	Ian Swallow	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	Sam Coombes	30	PMC	Y
= 35	Toby Fisher	30	PDMC	Y
44	Kevin Jessop	27	LivMC	Y
= 45	Steve Kenyon	20	GPMC	Y
= 45	Robert Grimshaw	20	PMC	Y
= 45	Ryan Sweeting	20	PMC	Y
= 45	Kris Coombs	20	PMC	Y
= 45	Jonny Baines	20	PMC	Y
= 45	Louis Baines	20	PMC	Y
= 45	Lee Birkenhead	20	PMC	Y
= 45	Danny Cookson	20	PMC	Y
= 45	Christina Lang	20	PMC	Y
= 45	Richard Cooper	20	PMC	Y
= 45	Mark Livesey	20	PMC	Y
= 45	David Moss	20	PMC	Y
= 45	James Swallow	20	PMC	Y

Only Showing those Marshals
that have Qualified

57 marshals have Qualified

161 Marshals have scored points

Last Updated 4th December

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
	Steve Cotton	E	19	CDMC	2	N
	Simon Boardman	E	18	CDMC	2	N
	Andy Williams	N	10	U17MC	2	N
	Steve Greenbach	N	9	MMC	1	N
	Phil Shaw	N	9	CDMC	1	N
	Russel Starkie	N	9	CDMC	1	N
	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
	Matt Broadbent	E	15	CDMC	2	N
	Kris Coombes	E	14	PMC	2	N
	Alan Barnes	E	9	PMC	1	N
	Terry May	E	9	PMC	1	N
	Ian Farnworth	S	9	G&PMC	1	N
	Derek Lewin	N	9	CDMC	1	N
	Lauren Cook	N	9	U17MC	2	N
	Simon Frost	S	6	CDMC	1	N

**Provisional Final Results following
R10 : Clitheronian : Updated October 18th**

Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Russell Starkie	C	213	CDMC	Y
2	Mark Kelly	C/D	170	G&PMC	Y
3	Mike English	C	140	Wigan	Y
4	Phil Jennings	D	137	Warrington	Y
5	Peter Jackson	D	113	G&PMC	Y
6	Jack Ives	C	110	PMC	Y
7	James Swallow		106	PMC	Y
= 8	Dave Riley	C/D	83	BSSMC	Y
= 8	John Darlington	D	83	Wigan	Y
10	Steve Johnson	A	78	U17MC	Y
11	Ian Bruce	C	54	S061MC	Y
12	Adrian Lloyd	D	52	Warrington	Y
13	Simon Bowen	D	27	BSSMC	Y
	Ric Wood		80	GPMC	N
	Duncan Taylor	D	56	BSSMC	N
	James Massey	D	53	CDMC	N
	Mark Knight		53	G&PMC	N
	Gary Jakeman	B	26	High Moor	N

O/A	Co-Driver	Class	Pts	Club	Q
1	Phil Shaw	C	213	CDMC	Y
2	Andy Baker	C/D	167	G&PMC	Y
3	George Jennings	D	137	Warrington	Y
4	Darren Taylor		109	GPMC	Y
5	Garry Dillon	C/D	83	BSSMC	Y
6	Richard Robinson	D	81	BSSMC	Y
7	Liam Whiteley		80	PMC	Y
8	Pauline Merrills		80	S061MC	Y
9	Bruce Lindsay		79	PDMC	Y
10	Steve Butler	A	78	CDMC	Y
11	Chris Sharpe-Simkiss	D	57	BSSMC	Y
12	Andy Robinson	C	54	BSSMC	Y
	Stephen Grayson	D	56	BSSMC	N
	Tony Vart	C	54	CDMC	N
	Matt Broadbent	D	53	CDMC	N
	Louis Baines		53	PMC	N
	John Darlington	C	27	Wigan	N
	Adrian Lloyd	D	27	Warrington	N
	Garry Hughes		27	BSSMC	N
	Sasha Herriott		27	MatlockMC	N
	James Swallow		26	PMC	N
	Matthew Jakeman	B	26	HMMC	N

**Provisional Final Results Following R14
CDMCs : Jack Neal Rally 25th November
Best 8 Scores to Count**

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

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

Non Race/Rally Championship

O/A		Class	Score	Club
1	Andy Williams	A	83.77	U17MC
2	Steve Johnson	E	82.96	U17MC
3	Steve Kennel	B	82.26	CDMC
4	James Williams	A	78.53	U17MC
5	Scott MacMahon	A	77.20	U17MC
6	Chris MacMahon	A	76.87	U17MC
7	Lauren Cook	A	72.10	U17MC
8	Chris Livesey	A	75.80	U17MC
9	Phil Clegg	E	58.90	AMSC
10	Gary Ross	A	47.40	A&PMMC
11	Dermot Murray	D	45.49	AMSC
12	Steve Lewis	C	41.36	CDMC
13	Warren Nichols	B	40.19	BLMCC
14	Hazel Johnson	E	38.79	U17MC
15	Daniel Barker	C	37.64	AMSC
16	David Goodlad	A	30.00	BLMCC
17	Jamie Foster	B	29.88	U17MC
	Steve Price	A	DNQ	CDMC
	Gary Sherriff	B	DNQ	BLMCC
	Maurice Ellison	A	DNQ	CDMC
	Robert Cotton	A	DNQ	CDMC

Provisional Final Results : Dec 4th (R20 Darwen)

Sprint & Hillclimb Championship

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

**following R 11
Anglesey Sprint**

U18 Championship

O/A		pts	Club
1	James Robinson	79	U17MC
2	Luke Girvin	76	U17MC
3	Matthew Nicholls	51	BLMCC
4	Robert Cotton	20	CDMC
5	Amy Toft	19	A&PMCC

Individual Championship

O/A	Competitor	pts	Q	Club
1	Andy Williams	121	Y	U17MC
2	Steve Johnson	109	Y	U17MC
3	Steve Kennel	90	Y	CDMC
4	Rob Jones	68	Y	CDMC
5	Lauren Cook	65	Y	U17MC
6	Steve Butler	58	Y	CDMC
7	Phil Jennings	55	Y	WaDMC
8	Steve Lewis	53	Y	CDMC
9	Phil Shaw	52	Y	CDMC
= 10	Russell Starkie	48	Y	CDMC
= 10	James Swallow	48	Y	PMC
12	George Jennings	46	Y	WaDMC
13	David Goodlad	39	Y	BLMCC
14	Louis Baines	38	Y	PMC
15	Matt Broadbent	35	Y	CDMC
= 16	Maurice Ellison	33	Y	CDMC
= 16	Kris Coombes	33	Y	PMC
18	Steve Frost	25	Y	GPMC
19	Ian Swallow	24	Y	PMC
20	Peter Sharples	21	Y	PMC
21	Steve Price	20	Y	CDMC
= 22	Garry Sherriff	17	Y	BLMCC
= 22	Sam Coombes	17	Y	PMC
24	Daniel Cookson	15	Y	PMC
25	Craig Shooter	12	Y	PMC
26	Ian Farnworth	10	Y	G&PMC
27	Derek Lewin	5	Y	CDMC

Did not Qualify

James Williams	64	U17MC
Scott MacMahon	63	U17MC
Andy Baker	59	GPMC
Mark Kelly	59	GPMC
James Chaplin	53	G&PMC
Myles Gleave	50	G&PMC
Phil Clegg	47	AMSC
Mike English	46	WiDMC
Matt Flynn	44	CDMC
John Darlington	42	WiDMC
Jon Bossom	41	MMC
Andy Larton	40	LiMC
Peter Jackson	39	G&PMC
Darren Taylor	39	G&PMC
Dan Sedgwick	38	CDMC
Garry Ross	37	A&PMMC
Nigel Fox	37	CDMC
C.Sharp Simkiss	37	BSSMC
Chris MacMahon	37	U17MC
Hazel Johnson	36	U17MC
Jack Ives	34	PMC
Bruce Lindsay	34	PDMC
Sam Ambler	32	CDMC
Tony Harrison	29	CDMC
Jem Dale	29	G&PMC
Colin Smith	28	LivMC
Stan Featherstone	27	CDMC

A Total of 112 Competitors have scored points

Last updated 15th December 2017

2018 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME
 ADDRESS
 P'CODE

TEL. NO Home Mobile

E-MAIL ADDRESS

SD34 NOMINATED CLUB (one club only)

Please register me for the SD34 Championships listed below; I agree to abide by the championship rules and I understand that the information contained on this sheet may be held on computer, but will be kept in the strictest Confidence for SD34 MSG use only.

SIGNATURE DATE

Parent/Guardian Information Name

Parent Signature DATE

(If different to above) Address

Post Code e-mail

Tel No Home Mobile

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

E-Mail: margaret.duckworth42@btinternet.com Registration commences on date of receipt of application form or on advance notification by e-mail. N.B. You do not need to register in order to claim points for the Interclub league championship but you must register for the individual or disciplined championships.

Please tick this box if you are under 18.

☐

If ticked then parent/
Guardians section must
be completed

CHAMPIONSHIP	To register as Driver or/and Co-Driver-Navigator Click box to select	Class - Select box to tick								Official SD34 Use only
		Driver	Co Driver/Navigator							
STAGE RALLY	DRIVER CO DRIVER	A	B	C	D	A	B	C	D	
ROAD RALLY	DRIVER NAV	Exp	Semi	Nov		Exp	Semi	Nov		
SPRINT & HILLCLIMB	DRIVER	S.	1A	1B	1C	2	3	4	5	
NON RACE / RALLY	DRIVER	A	B	C	D	E				

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

CLASSES

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

Road Rally: **Expert:** A competitor who, in the role registered has at least 3 top 10 finishes in a Nat B Or higher grade rally.

Semi Expert: All competitors not eligible for Expert or Novice class. (NB you can only move up 1 class /yr)

Novice: A competitor in the role registered who has never won a 1st Novice award (see full rules)

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Racing Cars conforming to Section S15

2018 SD34MSG Under 18 Championship Registration Form

Name

Address

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2018 DOB

Competitor Signature Date

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

Parent/Guardian Name

Parent/Guardian Signature Date

Parent/Guardian Information (If different to above)

Address

Post Code e-mail

Tel No Home Mobile

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

SD34MSG Under 18 Championship Regulations

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

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

Scoring

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

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

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

Registered competitors may also score 5 points on two separate occasions by marshalling on any SD34MSG championship event. One of these must be for marshalling on an SD34 Championship event other than one run by their own club. If the event is run/co-promoted by more than one club and one of these clubs is their own club this will not count as another club for marshalling points. . You must claim these points directly with the championship compiler within 1 (one) month of the event taking place stating which event you marshalled on.

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

It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event. within 1 (one) month of the event taking place (This can be easily done by e-mail just stating which event and its date.)

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

**Under 18 Championship Compiler:- Alan Shaw 31 Appleby Drive, Barrowford,
NELSON, Lancashire, BB9 6EX. 01282 602195 shawalan555@gmail.com**

Draft SD34 Motor Sport Group Calendar 2018

17-Nov-17

Date	Discipline	League	Club	Title	Venue - Notes
7-Jan	PCA	Yes	A & P MCC	A&PMCC PCA 1	Rock & Heifer, Bradford
20/21-Jan	Road Rally	No	Malton MC	Ryemoor Trophy Rally	Yorkshire
27-Jan	Training	No	MSA	Marshals training day	Warrington
28-Jan	Training	No	MSA	Marshals training day	Yorkshire
10-Feb	Stage Rally	Yes	Clitheroe & DMC	Jack Neal Memorial Rally	Blyton Park, Lincs
10/10 Feb	Road Rally	No	Rhyl & DMC	Gogledd	North Wales
11-Feb	PCA	Yes	A & P MCC	A&PMCC PCA 2	Rock & Heifer, Bradford
17-Feb	A/S, PCA	Yes	Under 17 MC NW	U17MC Autosolo 1	Blackburn Services, M65 Jt 4
18-Feb	A/S, PCA, A/T	Yes	Accrington MSC	AMSC Autosolo 1	Blackburn Services, M65 Jt 4
25/26-Feb	Road Rally	Yes	Hexham & Dist MC	John Robson Rally	Northumberland
02/03-Mar	Stage Rally	Yes	Manx Auto Sport	Haydn Minay Forest Rally	Isle of Man
4-Mar	PCA	Yes	Warrington & DMC	Warrington DMC PCA 1	Wern Ddu, Ruthin
4-Mar	Stage Rally	Yes	Blackpool SSMC	Roskirk Stages	3 Sisters, Wigan
11-Mar	PCA	Yes	A & P MCC	A&PMCC PCA 3	Rock & Heifer, Bradford
18-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey Circuit, North Wales
24/25-Mar	Road Rally	Yes	Clitheroe & DMC	Primrose Trophy Rally	O/S Maps 97, 98, 102 & 103
8-Apr	Autosolo	Yes	Preston MC	PMC Autosolo 1	Preston MC
14/15-Apr	Road Rally	Yes	Matlock MC	Kick Start Rally	Derbyshire
15-Apr	PCA	Yes	Warrington & DiMC	WarDMC PCA 2	Wern Ddu, Ruthin
15-Apr	Stage Rally	Yes	Stockport 061 MC	SMC Stages	Anglesey Circuit, North Wales
22-Apr	Sprint	No	Longton & DMC	Sprint	3 Sisters, Wigan
23-Apr	Trial	Yes	A & P MCC	Longnor Car trial	Longnor
28-Apr	Sprint	Yes	Liverpool MC	Aintree Spring Sprint	Aintree
11/12-May	Stage Rally	Yes	Manx Auto Sport	Manx National & Chris Kelly Rallies	Isle of Man
13-May	Stage Rally	Yes	Wigan & DMC	Cetus Stages	3 Sisters, Wigan
13-May	Trial	Yes	A & P MCC	Yorkshire Dales Classic Trial	Yorkshire
19-May	Autosolo	Yes	Accrington/U17 MC	AMSC/U17MC Autosolo	Nelson & Colne College
20-May	A/S & A/T	Yes	CSMA	CSMA Autosolo & Autotest	Lymm Services, M6 Jt 20
20-May	Hillclimb	No	MGCC NW	Scammonden Dam Hillclimb	Scammonden Dam,
20-May	PCA	Yes	CSMA	CSMA PCA 1	Lymm Services, M6 Jt 20
26-May	PCA	Yes	Warrington & DMC	WarDMC PCA 3	Wern Ddu, Ruthin
9-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon
17 - jun	Spint	No	Longton	Sprint	3 Sisters
16/17-Jun	Road Rally	Yes	G & P MC	Memorial Road Rally	Lancashire-Yorkshire
23-Jun	Stage Rally	Yes	Mull Car Club	Dunoon Presents Argyl Rally	Argyl
24-Jun	A/S, PCA, A/T	Yes	CSMA	CSMA	Lymm Services, M6 J20
30-Jun	Sprint	Yes	Liverpool MC	Aintree Summer Sprint	Aintree

Road Rally

Stage Rally

Sprint/Hill Climb

A/T, PCA, A/S & Trials

Training Dates

Draft SD34 Motor Sport Group Calendar 2018

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

Road Rally

Stage Rally

Sprint/Hill Climb

A/T, PCA, A/S & Trials

Training Dates

2018 Championship Rounds by Discipline at a Glance

SD34MSG Stage Rally Championship 2018

Date	Event	Organising Club
10 Feb	Jack Neal	Clitheroe & DMC
2/3 Mar	Haydn Minay	Manx AS
4 Mar	Roskirk Stages	Blackpool SSMC
18 Mar	Lee Holland	G&PMC + PDMC
15 Apr	SMC Stages	Stockport061 MC
11/12 May	Manx National	Manx AS
11/12 May	Chris Kelly	Manx AS
13 May	Cetus Stages	Wigan & DMC
23 Jun	Argyl Rally	Mull CC
1 Jul	Enville Stages	Warrington & DMC
7/8 Sep	Promenade Stages	Wallesey MC
23 Sep	Heroes Stages	G&PMC + PDMC
7 Oct	Adgespeed Stages	Wigan & DMC
12-13 Oct	Mull	Mull CC
2/3 Nov	Neil Howard	Bolton-le-Moors CC
9/10 Nov	Poker Stars	Manx AS
24 Nov	Hall Trophy	Clitheroe & DMC
10 Rounds to Count		

SD34MSG Road Rally Championship 2018

Date	Event	Organising Club
Jan 20/21	Ryemoor Trophy	Malton MC
Feb 10/11	Gogledd	Rhyl & DMC
Feb 25/26	John Robson	Hexham & DMC
Mar 25/26	Primrose Trophy	Clitheroe & DMC
Apr 14/15	Kick Start	Matlock MC
Jun 16/17	Memorial	G&PMC
21/22 Jul	Beaver	Beverley & DMC
Sep 8/9	Colman Tyres	Ilkley & DMC
Sep 22/23	Clitheronian	Clitheroe & DMC
Nov 3/4	Dansport	Matlock MC
6 Rounds to Count		

Training Dates 2018

Date	Event	Venue
27 Jan	Marshal Training	Warrington
28 Jan	Marshal Training	Yorkshire
21 July	Timing	Darwen Services
18 Aug	Fire	Darwen Services
1 Dec	First on Scene	Darwen Services

SD34MSG Sprint & Hillclimb C/ship 2018

Date	Event	Organising Club
22 April	3 Sisters Sprint	Longton & DMC
28 April	Aintree Sprint	Liverpool MC
20th May	Scammonden	MG CC (NW)
9 June	Barbon 1	Liverpool MC
17 June	3 Sister Sprint	Longton & DMC
30 June	Aintree Sprint	Liverpool MC
7 July	Barbon 2	Liverpool MC
22 July	Scammonden	Mid Chesh MC
18 Aug	Scammonden	Pendle & DMC
1 Sept	Aintree Sprint	Liverpool MC
2 Sept	3 Sisters Sprint	Longton & DMC
6 Oct	Anglesey Sprint	Longton & DMC
7 Oct	Anglesey Sprint	Longton & DMC
8 Rounds to Count		

SD34MSG None Race/Rally C/ship 2018

Date	Event	Organising Club
7 Jan	PCA	A&PMCC
11 Feb	PCA	A&PMCC
17 Feb	PCA, Auto Solo	U17MC
18 Feb	PCA, A/T, Auto Solo	Accrington MSC
4 Mar	PCA	Warrington & DMC
11 Mar	PCA	A&PMCC
8 Apr	AutoSOLO	Preston MC
15 Apr	PCA	Warrington & DMC
23 Apr	Longnor Car Trial	A&PMCC
13 May	Yorks Dales Classic Trial	A&PMCC
19 May	AutoSOLO	Accrington MSC
20 May	PCA, A/T, Auto Solo	CSMA
26 May	PCA	Warrington & DMC
24 Jun	PCA, A/T, Auto Solo	CSMA
21 Jul	PCA, Auto Solo	U17MC
22 Jul	PCA, A/T, Auto Solo	U17MC
18 Aug	PCA, Auto Solo	U17MC
19 Aug	PCA, A/T, Auto Solo	U17MC
15 Sep	PCA, Auto Solo	U17MC
16 Sep	PCA, A/T, Auto Solo	U17MC
16 Sep	PCA	Warrington & DMC
14 Oct	PCA	A&PMCC
21 Oct	PCA	Warrington & DMC
28 Oct	AutoSOLO	Preston MC
11 Nov	PCA	Warrington & DMC
1 Dec	PCA, Auto Solo	U17MC
2 Dec	PCA, A/T, Auto Solo	Accrington MSC
2 Dec	PCA	Warrington & DMC
9 Dec	PCA	A&PMCC

2017 SD34MSG Championships

Provisional Final Results

Results to be confirmed at The SD34MSG AGM (Wednesday January 17th 2018)

Individual

1st O/A	Andy Williams	U17MC (NW)
2nd O/A	Steve Johnson	U17MC (NW)

U 18

1st O/A	James Robinson	U17MC (NW)
2nd O/A	Luke Girvan	U17MC (NW)

None Race-None Rally

1st O/A	Andy Williams	U17MC (NW)
1st Class A	James Williams	U17MC (NW)
2nd Class A	Scott MacNahon	U17MC (NW)
1st Class B	Warren Nichols	Bolton L-M-CC
1st Class C	Lauren Cook	U17MC (NW)
2nd Class C	Steve Lewis	Clitheroe & DMC
1st Class D	Stephen Kennell	Clitheroe & DMC
2nd Class D	Chris Livesey	U17MC (NW)
1st Class E	Steve Johnson	U17MC (NW)
2nd Class E	Phil Clegg	Accrington MSC

Sprint & Hillclimb

1st O/A	Andy Larton	Liverpool MC
1st Class 1	Nigel Trindle	G&PMC
2nd Class 1	Russel Thorpe	Liverpool MC
1st Class 2	Nigel Fox	Clitheroe & DMC
2nd Class 2	Simon Nicholson	Pendle DMC
1st Class 3	Dave Welton	Liverpool MC
2nd Class 3	Jim Wright	Pendle DMC
1st Class 5	Mick Tomlison	Pendle DMC

Stage Rally

Drivers

1st O/A	Russell Starkie	Clitheroe & DMC
1st Class A	Steve Johnson	U17MC (NW)
1st Class C	Mike English	Wigan & DMC
2nd Class C	Jack Ives	Preston MC
1st Class D	Phil Jennings	Warrington & DMC
2nd Class D	Mark Kelly	G&PMC

Co-Drivers

1st O/A	Phil Shaw	Clitheroe & DMC
1st Class A	Steve Butler	Clitheroe & DMC
2nd Class A	Pauline Merrills	Stockport061MC
1st Class B	Bruce Lindsay	Pendle DMC
1st Class C	Andy Baker	G&PMC
2nd Class C	Andy Robinson	Blackpool SSMC
1st Class D	George Jennings	Warrington & DMC
2nd Class D	Andy Baker	G&PMC

Road Rally

Drivers

1st O/A	Myles Gleave	G&PMC
1st Expert	Stan Featherstone	Clitheroe & DMC
2nd Expert	Matt Flynn	Clitheroe & DMC
1st Semi-Expert	Dan Sedgwick	Clitheroe & DMC
2nd Semi Expert	Dominic McTear	Clitheroe & DMC
1st Novice	Alan Young	Matlock MC
2nd Novice	Ian Swallow	Preston MC

Navigators

1st O/A`	James Chaplin	G&PMC
1st Expert	Rob Jones	Clitheroe & DMC
2nd Expert	Sam Spencer	Clitheroe & DMC
1st Semi-Expert	Sam Ambler	Clitheroe & DMC
2nd Semi-Expert	Ashley Young	Matlock MC
1st Novice	James Swallow	Preston MC
2nd Novice	Sam Coombes	Preston MC

Marshals

1st O/A	Amanda Baron	Accrington MSC
2nd O/A	Maurice Ellison	Clitheroe & DMC
3rd O/A	Tracey Smith	Accrington MSC

Best Road Rally 2017

To Be Announced on the Night

Inter-Club League

1st O/A	Clitheroe & DMC
1st Division A	U17MC (NW)
1st Division B	Warrington & DMC
1st Division C	Mull Car Club

Brian Molyneux Award

To Be Announced on the Night

SD34MSG 2017 AWARDS NIGHT

Friday 2nd March 2018

Blackburn Rugby Club

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

7:30pm for 8:00pm

REGISTER NOW FOR 2018

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 January 2018

Tuesday 2nd January Christmas Sweater Night

Time to get that extra bit of wear out of the awful Sweater that you got in that moment of madness

Tuesday 9th January Committee Night

Club Members are more than welcome to attend and see & hear what goes on behind the scenes and you can also express your opinions & ideas

Tuesday 16th January Scatter Rally (Round 5)

O/S Map 103
Waddington Club
Sign on from 7:30
1st Car Away 8:00pm

Tuesday 23rd January Danial Harper & Chris Campbell



Tuesday 30th January Catch Up Grizedale Stages, Ryemoor & More

How was it for YOU ,competing , marshalling or spectating. Tell us your Tales of Woe or Joy

December '17 @ CDMC

Tuesday 5th December

Scatter Rally (Round 4)

Another Cracking turnout for Dan & Seddys Scatter and for a change using map 98 as well as 103.

Dan Fox & Leah incurred penalties for arriving back late dropping them from their usual 1st O/A to equal 3rd and allowing 'Pace Note' Terry Martin & Mark Johnson to grab the winners slot. Dan & Leah still hold a commanding lead but the gap at the top of the championship has now been reduced.

Next round is on Tuesday the 16th of January using Map 103 with Paul & Steve as Joint Clerks of Course

Tuesday 19th December Christmas Party



Young Club Member
of the Year
Leah Brown



Club Member of the Year
Tony Vart



'Cock Up' Trophy
Terry Martin



Roy Honeywell Trophy
Paul Buckel & Steve Butler

This years Christmas Party was another Sell Out and besides being treated to slap-up Christmas Fayre we also had Party Games to keep us entertained.

It is traditional to present certain awards at this do. Young Club member was Leah Brown. Club member of the year Tony Vart. Elsie Honeywell presented the 'Roy Honeywell' Trophy to worthy recipients Paul Buckel & Steve Butler. Terry Martin received the Cock Up trophy for the wrong slot on the way to MTC 1 on the Manchester Targa

Clitheroe & District Motor Club



Sunday 17th December

The Manchester 'Targa' (Pub Crawl)

The 'Competitors' AKA The usual suspects



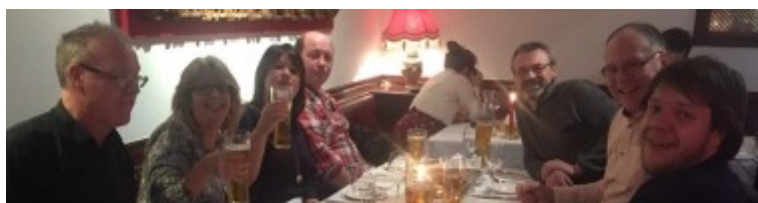
CDMC organised a Christmas 'Targa' this year. Paul Buckel was Clerk of Course. The route was vaguely illustrated in the "finals" and was defined by public house locations. Vehicles were not allowed but imbibing of the Christmas spirit was compulsory at each of the 'Tests'!

Prospective competitors were advised to travel by train or horse driven carriages for those from Accrington or Settle. Matt Broadbent flew in from Vienna (different!)

MTC1 was situated in The Old Wellington Inn. Time-cards were subject to rigorous scrutiny....and penalties applied for asking barmaids for anything other than refreshments!

The finish venue included sustenance in an attempt to limit severe detonation issues caused by overfueling with faulty "fuel".....

Unusual for Terry Martin, with his vast experience in this field, did not sell pacenotes for the event to other competitors! The reason for this was that he got on the wrong Tram on the way to MTC1, and had to divert to Altrincham to re-join at Test 2! (*Super Rally Rules?*)



**2017 Awards Night
Tuesday February 6th**

+ Your Plans for 2018

Events, Championships, New Car ?

Free Supper Provided

**2018 Membership
Renewals Now Due**

Still only £10:00

**See Membership Secretary
Terry Martin**

http://www.clitheroedmc.co.uk/5Membership_2017.htm

Winter Scatter Rally Series Championship Table after R4

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Dan Fox	103	1	Leah Brown	103
2	Maurice Ellison	88	2	Terry Martin	83
3	Dan Sedgwick	85	3	Levi Nicholson	73
4	Mark Johnson	83	4	Ben Holmes	71
5	Ben Mitton	73	5	Sam Mitton	69
6	Stephen Holmes	71	6	Dave Irwen	65
7	Stephen Hardy	69	7	Matthew Hewlett	63
8	Chris Hewlett	63	8	Harris Halgate	62
9	Paul Pendleton	62	9	Jess Berry	60
10	Austin Berry	60	10	Paul Redford	59
11	Catherine Redford	59	11	Sam Ambler	48
12	Gareth Shepherd	30	12	Elliott Shaw	46
=13	Tom Pilkington	29	13	Samuel Shepherd	30
=13	Jonny Collett	29	14	Ellis Pilkington	28
15	Tom Eccles	28	15	Matt Broadbent	23
16	Matt Horn	27	16	David Speak	22
17	Ed Speak	22	17	Calum Lambert	16
18	Chris Collett	20	18	Conner Murray	15
19	Domonic McTear	15	19	Luke Howarth	14
20	Tommi Meadows	14	20	Nichole	13
21	Sammy	13	=21	Derek Lewin	12
=22	Phil Shaw	12	=21	Jack Howarth	12
=22	Bradley Leeming	12	23	Harley Rushton	11
=24	Mark Dixon	10	24	Thomas Robinson	10
=24	Adrian Daykin	10	=25	Matti Ali	9
			=25	Hollie Griffith	9
			=25	Mark Standen	9
			28	Phil Shaw	7
			29	Nicky Hart	1

Winter Scatter Rally Championship Series Dates

Round 6 : Tuesday 20th February

CoC *Tony Vart*

Round 7 : Tuesday 20th March

CoC *Terry Martin*

Best 6 scores to Count

Couldn't make it to a Clubnight ?

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

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

Airedale & Pennine MCC

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

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

CHRISTMAS PARTY **December 15th**



40 members attended our Christmas party cost was £2,50 but everybody got a prize.

Russ was the dj with a little help from denial toft a good night was had by all with the ladies doing most of the dancing.

**To all sd34 clubs and
members a happy Christmas
and New Year.**

From all at A&PMCC

Forthcoming PCAs at the Rock & Heifer 2018

January 7th

February 11th

March 11th

10:00 am for 11:00 Start



SD34MSG 2017



AWARDS NIGHT

Friday 2nd March 2018

Blackburn Rugby Club

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

7:30pm for 8:00pm

Sam Collis & Friends
Interviewed by Bob Milloy



Pie & Peas Supper
Tickets £5 each
From

Your club Rep or
Maurice Ellison
sd34news@gmail.com
07788-723721





Meet

Every other Tuesday

Poachers, Bamber Bridge

Preston Motorsport Club Awards Night

**Saturday January 20th
Charnock Farm Restaurant**

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

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

All for £25! pp

Limited spaces available so book early
to avoid disappointment.

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

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

Bolton-le-Moors CC

**The Club Meets at 9-00pm
every Thursday**

**@ Horwich RMI Club,
Chorley New Rd, Horwich.**



Hexham & DMC

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



WALLASEY MC

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

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

Matlock MC

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



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

www.wiganmotorclub.org.uk

Warrington & DMC

**WDMC meets at 20.00
every Tuesday at**

THE ANTROBUS ARMS

**on the A559 between
Warrington and Northwich.**



www.warringtondmc.co.uk

Garstang & Preston Motor Club

www.gpmc.org.uk

Meet every Tuesday at

The Lonsdale Club,

Fulwood Hall Ln,

Fulwood, Preston PR2 8DB

From 8:30



**meet every Thursday
at Fiveways,**

Macclesfield Road,

Hazel Grove,

Stockport, Cheshire,

SK7 6BE

from about 20.30

A View From The Shore

News from Blackpool South Shore Motor Club

by Phil James

Despite December being typically a quiet month in rallying terms, a number of Blackpool South Shore Motor Club members were to be found taking to the stages in the run up to Christmas.

For those wanting some forest action the choice was obvious, the 30th running of the Grizedale Forest Stages promised a host of new features that included a ferry crossing and was one not to be missed! Mark Holmes and Craig Simkiss made amends for their RAC early retirement by finishing 15th in the overall standings cars in their Ford Escort Mk1. Their rally didn't get off to the best of starts as their choice of tyre wasn't suited to the slippery conditions and they arrived at the Skelwith Fold service halt, following the first three stages, in 23rd place. With a fresh set of tyres transforming the car they then made progress up the leaderboard through the afternoon's three tests winning second in Class 3 Awards for 1601cc - 2000cc cars.

It wasn't such a good day for Simon Bowen and Richard Robinson who retired their Subaru Impreza WRC with gearbox problems having only completed the morning leg. Things went slightly better for Chris Sharpe-Simkiss who made it to the finish, albeit in last place! Co-driving Martin Thayne in a Suzuki Swift their day was marred by a series of punctures with no fewer than four coming in three stages.

John Stone headed north of the border to contest the Knockhill Stages, the third round of the Motorsport News Circuit Rally Championship in his familiar Ford Fiesta S2500. Co-driven on this occasion by Shona Hale, he finished sixth overall to move up to second in the championship driver rankings.



Liverpool Motor Club

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



Marshals wanted at Aintree & Barbon Manor

More marshals are always needed for Liverpool MC's Aintree sprints & track days, and the Hillclimbs at Barbon in Cumbria. Can you help? Previous experience not required, nor are a pair of those fetching orange overalls.

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

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

Interested? Want to know more? There's more information at

www.liverpoolmotorclub.com

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

Events 2018

28 th April	Aintree Sprint
26 th May	Track Day 1
9 th June	Barbon 1
30 th June	Aintree Sprint
7 th July	Barbon 2
1 st Sept	Aintree Sprint
2 nd Sept	Sporting Bears 'Dream Rides for Kids'
19 th Sept	Greenpower Racing Electric Car Races
6 th Oct	Track Day 2

The John Easson Award 2017 Winner Announced *Tommi Meadows*

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

Lancashire driver **Tommi Meadows** was chosen as the winner of this year's prestigious award which is worth a total prize fund of £6,000.

The 17 year old was the choice of the judges after very careful deliberation, which saw the three finalists travel to Preston to take part in interviews with the panel of judges.

Tommi emerged as winner after a very close run contest with fellow finalists, Lincolnshire driver George Lepley and Lancashire Co driver Chris Clarke-Simkiss

This year the judges, Former Tour of Mull Clerk of the Course Clive Molyneux, former international co driver Ian Grindrod, Bury rally driver John Cope and guest judge 2016 JEA winner Sam Bilham faced a very difficult task in choosing the winner, Clive said, It is unfortunate that there can only be one winner, however we feel Tommi will be a worthy recipient of the John Easson Award and of course we wish runners up George and Chris the very best of luck with their continued rallying".

2300 Club would like to thank all candidates who applied for this year's award.

Allan Durham
2300 Club John Easson Award
Scheme Manager



Lancashire Automobile Club 2018 Calendar of Events



Friday 23rd February Annual Dinner Dance and Prize Presentation

Mitton Hall near Whalley
Details from Carolyn Taylor 01254 385413

Sunday 22nd April St Georges Day Run

A classic touring assembly with full descriptive route book. This year following in the footsteps of the Pendle Witches. Open to Vintage, Classic and Cherished vehicles (no age restrictions!)

Details from Chris Lee 01925 727794

Saturday 19th May Fellsman

Classic Navigational Run.

One for the more navigationally inclined a real challenge to both drivers and above all navigators.

Details from Mike Raven 01772 862364

Sunday 10th June Manchester to Blackpool Classic Run

Now in its 56th year a classic touring assembly with full descriptive route book. Open to Veteran, Vintage, Classic and Cherished vehicles (no age restrictions!)

Details from Chris Lee 01925 727794

Saturday 14th July Coast to Coast Classic Run

A Classic Touring Assembly with full descriptive route book starting from Morecambe and taking in the best scenery and roads to Dusley Hall near Whitby. Vintage, Classic and Cherished vehicles (no age restrictions!)

Details from Chris Lee 01925 727794

Friday 21st to Sunday 23rd Sept. Highland 3 Day.

Fantastic event for Vintage, Classic and Cherished Cars taking in the breathtaking scenery of the Scottish Highlands. Limited entry book early

Details from Mike Raven 01772 863642

Sunday 18th November Motorsport Luncheon Stirk House.

If you have petrol in your veins this is one not to miss. Brian Redman (ex F1, F5000 and Can Am) brings us up to date on his life in motorsport.

Details from Carolyn Taylor 01254 385413

GRIZEDALE STAGES RALLY

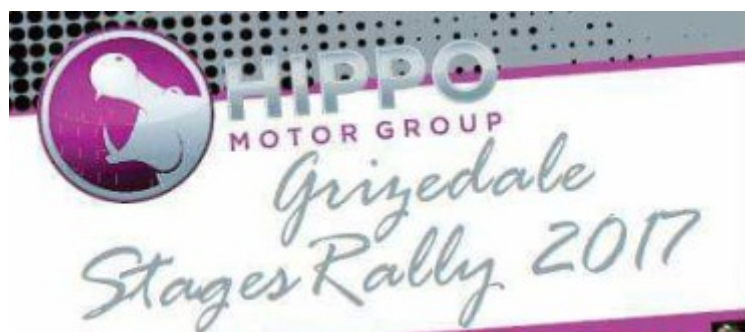
December 2nd

Not a Straight in Sight....

December marked the last gravel event of the year, Grizedale Stages, an event I haven't competed on before although I have been through Grizedale forest on both the Malcolm Wilson and Devils Own Rally. I would be competing alongside 17 year old Jack Leese as a shake-down ahead of hopefully a BTRDA campaign next year. Jack has only held a driving license for 2 months and had done 4 tarmac single venue rallies prior to Grizedale in addition to some extensive gravel testing at Carno and Sweet Lamb. Jack's background is in karting and Rally Cross and his prowess in both disciplines earned him a place in the MSA Academy.

I first met Jack a fortnight before Grizedale on a test day at Carno in Wales, and as seems the norm in Wales it was a miserable wet day. The car is a Peugeot Sport built 208 R2, a 1600 FWD with a sequential gearbox, Reiger suspension etc, a serious weapon. After a couple of sighting runs of the 2 mile forest loop to check the pacenotes Jack and I set off at rally speed and as we approached the first downhill 90L I thought "oh s**t, we're going off on the first corner" only for Jack to bang it down a gear, turn in and powerslide it through the corner. Suddenly my thoughts changed to "this lad can drive". After a few runs getting quicker each time, David Higgins who had come along to give Jack some driving tuition jumped into the drivers seat to see what the car was like. Needless to say David surpassed anyone I've sat with in terms of driving ability, his car control in a car he had never previously driven was immense and it was easy to see how he had become a professional driver. I found out afterwards David was testing me, not the car and I'm pleased to say his comments were very positive. Jack spent another hour or so with David before I jumped in for the final few runs to see if I felt his driving had improved and it had, as he was carrying more speed through the corners and taking a smoother line. It all bode well for Grizedale and despite Jack's limited experience I had no hesitations about navigating for him in the forests.

Friday before the event I headed over to Coniston and despite a couple of inches of snow at home by the time I'd crossed the A66 the roads were clear and the sun was shining. Pre event formalities completed we retired to the hotel for some food, a couple of beers and discussion about tactics. As this was Jack's first multi venue, first forest event and first time using pacenotes competitively we decided there was no point going into the event flat out, what was needed was seat time to gain some experience and nothing would be gained if we ended up in a ditch on Stage 1. The event followed a simple format; SS1 was a 2 mile stage that would be repeated as SS2, SS3 was 15 miles through Grizedale that was re run as SS4 with main service in between and SS5 was another 2 mile stage repeated as SS6. Essentially the majority of the event was run over the same 15 mile stretch of road. Saturday morning dawned dry and clear and most importantly with no sign of frost. After a run down to the Lakeland Museum for the official start it was only 3 miles to the first stage above Newby Bridge. This was the first time this section of forest had ever been used in competition and it wasn't long before it claimed its first victim when event sponsor Tom Preston in the R5 Skoda cut the third corner of the event, a hairpin left, and pulled his front wheel off.



Continued on Page 21

The lack of previous use meant the stage was perilously slippery with three more cars off before we reached the end including Phil Pickard who I was disappointed to see in a ditch after sliding off on a deceptive left hander. 10 minutes later we were back on the line and Jack once again kept it neat and tidy setting a time 13s quicker as we pushed the Skoda of James Johns over the line. After SS2 we should have had management service but due to a slight problem with a loose bottom arm on the chase car they didn't make it in time, thankfully we didn't need anything doing.

A painfully slow road section up the side of Lake Windermere was followed by the very picturesque ferry across it before heading back down the other side and into Grizedale. The roads in the Lake District are fantastic, in the dark, on a road rally, but during the day they are a nightmare. The tight, winding nature of nearly every road in the area around Grizedale make them slow going, but throw in a few tourists that could barely drive cattle and at times you are reduced to a crawl. They also aren't the best roads for someone that's only been on the road a couple of months to have their first experience of LHD driving, so there were a few bottom clenching moments for me and a lot of "keep left". At one point Jack asked what was knocking on the back end of the car, I replied "you're running over the cat's eyes, keep left a bit".

Stage 3 and we were into the meat of the event. It is no exaggeration when people say there aren't any straights in Grizedale and the 15 mile stage was corner after corner after corner. Jack did as we discussed and went in at 75%, making sure we didn't have too many hairy moments. I was conscious this was Jack's first time on pacenotes so made sure I repeated the tighter corners where necessary and backed him off when I thought he was going into some a bit hot. At one point we approached a tightening left hander with a warning triangle just before it. Jack slid the car in and we very nearly joined the Mk2 Escort that had clearly come in way too fast and was stuck in the ditch on the outside, but as the back wheels began to leave the road he banded it down a gear, kept his foot planted and pulled it out. Towards the end of the stage on a flat 6L over crest we took it completely flat and came down at 45 degrees, landing on the two N/S wheels. My head rattled between the wrap around head restraints but luckily I didn't lose my place in the notes as Jack wasn't backing off. We finished with a time of 20:19, a long time to be driving a car with so much commitment on gravel so a valuable learning experience. At service all that was needed was fuel and tyres before going back out to do it again.

Through Stage 6 we seemed a lot smoother and had none of the moments we did on the first run. We did lose around 10s when we were slowed down by spectators after the car in front had a rather hairy moment over a crest that saw them sliding down the road on the drivers door before coming to rest back on it's wheels. Luckily the crew were out with the OK board displayed so we carried on. We set a time one second quicker than the first run showing Jack's driving was certainly consistent. At management service a large rock that was jammed in a front calliper and catching on the wheel was removed before we tackled the final two stages. By now it had started to rain and as the Broughton stage above Torver was quite exposed compared to Grizedale it was likely to be quite tricky. Like the opening stage it was only 2 miles and after the first run we looped straight back round for the second run. Both stages passed without incident and we were on the way back to the finish. The day had gone well with Jack gaining some valuable experience and again showing that despite his limited experience he has excellent car control and some obvious raw talent behind the wheel. The event itself was also very good and easily one of the most challenging forest events in the country.

Sam Spencer : Malton MC & Clitheroe & DMC

Grizedale Jinx Strikes Bird Again

Penriths Paul Bird's hopes of adding to his two Grizedale Stages victories ended in retirement on the third stage today after a promising start in his native Lake District.

Along with County Durham co-driver Jack Morton in the Dom Buckley Motorsport/IRS-prepared Ford Focus WRC08, with backing from Frank Bird Poultry, Be Wiser Insurance, Hager, WIX Filters, Silkolene and Loco Energy Drink, Bird was on the pace from the start and held third place after the opening two stages, just two seconds off the leader.

Hoping to add a third victory to those achieved in 2009 and 2014, the former National Rally champion from Langwathby was well on the pace in the opening Grizedale test when he slid wide on a corner and slipped into a ditch and despite his best efforts to extract the car, it was game over.

Despite his two successes, Grizedale has not been a happy hunting ground for the Cumbrian in the past when he has retired within sight of victory but nonetheless, Bird was happy with his pace after not competing in the Lake District forests for the past couple of years.



GRIZEDALE STAGES RALLY

In The Beginnings

Friday 1st of December brought the sign on and scrutineering for what was to be my stage rallying debut sat beside my chauffer for the event, Bryan Gibson in the bright yellow MK2 Escort.

We arrived at Skelwith Fold Caravan Park which would be the base of the event and shortly after we were pulling into the tent for the cars 'medical' before going to sign on and picking up our documentation. We live only local to the event so when we were finished we loaded the car back on to the trailer and drew her back home for the night.

9A.M of the following morning saw the first car over the start ramp with us to follow 55 minutes later, meanwhile we were round the corner at the Newby Bridge just making some final adjustments before heading round to the Motor Museum.

A short while later we were on our way out to the first stage and a stage that had never been run before but it proves to be 1.97 miles of sliding our way to the finish, it didn't really help that I got totally lost on the notes about 300 yards in so Bryan was taking it as it came until the bus stop chicane about half way through, then we were soon round to the finish and I counted at least five cars that had fallen silent to the short but tricky little stage.

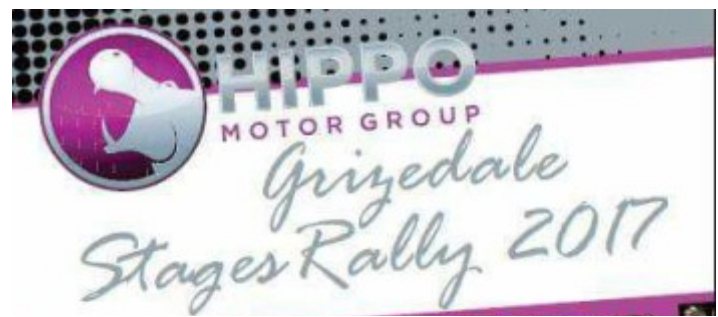
Round again to the start of this little stage and this time we were both on song from start to finish with was a relief because the infamous 15 miler was looming in the distance. After stage two we made our way down to the water for a brief service and then we set off up to the ferry which was a first for both of us, in a rally car that is.

We got to Grizedale with relative ease and before I knew it we were disappearing off up the road at full chat, nothing much to report on this stage apart from seeing Paul Bird's Focus parked up at the side of the road and after a few hairy moments and a slight banking rearrangement on the outside of the hairpin left at moor top we arrived at the finish of the stage and on down to the passage control at the bottom. Starting to get to grips with the note reading!

Back to service at Skelwith Fold we had chance to adjust the clutch and after some lovely dinner in the form of a brew and hot soup we were back out on the road but unfortunately on the road back to Grizedale the middle section of the exhaust blew off and dragged all the way to the start where we did your best to cable tie it back up and we ploughed on with a very noisy car to the point where hand singles came into force rather than the notes and it sort of worked because we were slightly faster this time than the first.

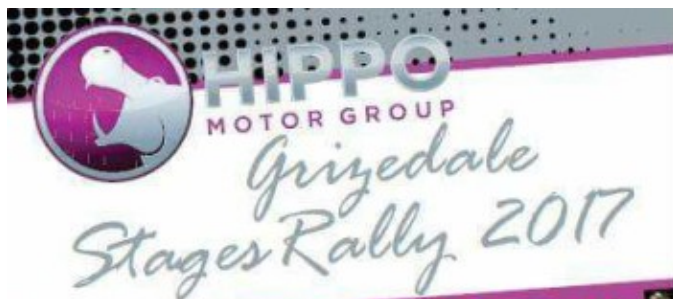
After a brief stop at roadside service just long enough to drop the exhaust off and carry on, and we carried on up to the final two stages at Broughton Moor which again we used the hand signals and got through the first time without issue but back round to the second run through and about 300 yards in we got a back left puncture straight through the sidewall but we managed to the end and changed it there before we hastily drove back to the finish to see that we landed up 42st overall and 12th in class which was good despite the day's mishaps.

Just like to say what a brilliant day it was and I want to thank the marshals and organisers that make these events possible, thanks a lot from Bryan Gibson and Matthew Hewlett, car 55, Ford Escort MK2.



Matthew Hewlett : Clitheroe & DMC

GRIZEDALE STAGES RALLY



I had done this event about 3 years ago in an Evo with Mark Goodfellow which resulted in a decent finish in the mid-twenties so I readily accepted Marks offer of a second run out ...this time in a nice-looking Scooby hired from the same outfit as the previous event...JDMotorsport run by Darren and Jamie Martin.

However, this wasn't to be such a successful outing as we ended up well and truly stuck in a Grizedale ditch on the second run through the long stage after main service ...with no spectators and running just in front of the course closer, this meant we were out.



The damage was largely cosmetic and although, after being hauled out by the ever-professional recovery team, we drove back to service it was clear that something was bent within the nearside suspension.

Some thoughts re the day and in a purely random order as follows: -

- The ferry crossing was unusual and enjoyable as it was a lovely day but maybe the organisers were lucky in terms of hold ups etc. It is also fair to say that they appeared to have a robust contingency plan to cater for issues.
- Good to see young Matthew Hewlett from CDMC finish his first ever stage event in the silly seat with Bryan Gibson and like a good 'un he navigated most of the route on maps!
- The white Scooby has done about 63 events now as a hire car with only 3 retirements...and Mark was driving for 2 of those.....mmmm!!
- The first stage was incredibly narrow in places and like driving on ball bearings. Very short at circa a couple of miles it was a right pain taking the helmets off for the extremely short road section and then putting them back on for the second run through. The road timing was tightish as well.
- The long 15-mile Grizedale stage remains a classic in that it has everything that one could wish for...a real test for both crewmembers and one to put on the bucket list!
- A Subaru is extremely difficult to get in/out of with a sore back after falling on concrete the week before at Blyton! Mr Howarth of HERO fame had to help me out on one occasion...and he looks much older than me!!!
- The JDMotorsport lads are good value...good craic and enjoyable to do an event with.
- The Scooby didn't seem totally at ease in the woods...not sure if it was the setup, the tyres or the crew to be fair but the car has performed very well on other events, so it must be the crew!
- Mark prefers the pace note system of numbers with six fastest...and as a co-driver who has done nearly every other event in the last four years with one fastest, I found it difficult to relate what I was saying to what I could see...I had in fact annotated the full suite of notes with fast above the sixes plus slow above the ones just as a reminder to myself...but it was still hard.
- The Fiat 131 in red/white Alen/Kivimaki livery and the Chevette HSR running just in front of us both looked the dogs bollox!
- The road sections were busier than I expected and on some very narrow lanes a delay or two was inevitable. However common sense was being applied by the organisers with potential penalties being scrubbed (in our case at least).
- A good event in an absolutely stunning part of England!!

From Leominster it Started....

R.A.C. Rally

(Roger Albert Clark Rally)



Following it's cancellation in 2015 due to low entry numbers the Roger Albert Clark rally had a year out in 2016 and returned for 2017 with a new format and billed itself as the longest and toughest event in British Clubman Rallying. From a start in Leominster the event would spend the first day in the Welsh forests before moving north to Carlisle for two days of stages in Kielder Forest and a day in the Scottish Forests. The stages would total just over 300 miles with 700 road miles linking them. Running in November also meant a good percentage of the stages would be tackled in the dark, particularly for the lower seeded crews, a challenge that is becoming less and less common in British Stage Rallying. One major change for the event was to allow the use of pacenotes for the first time and I suspect this is one reason entry numbers were up significantly as map reading has become somewhat of a dark art, particularly in the forests. The event was open to historic cars, including historic spec 4wd cars and non historic spec 2wd cars and as usual the majority of the field was made up of Ford Escort's but there was a good variety throughout the field including Sunbeams, a Datsun 240Z, Lancia Fulvia, Galant VR4, Sierra Sapphire, Ascona 400, 2 Manta's, a Volvo Amazon, Golf GTi and of course a seven strong Saab contingent. My steed for the event was the 1965 Saab 96 driven by Manxman Steve Higgins. The 96 was a proper period car with a 850cc, 3 cylinder, 2 stroke engine. I had been put in contact with Steve after a friend of friend who was running a chase car for another crew had been asked if he knew any navigators that were available and my number was passed on.

I arrived at Leominster on Thursday afternoon amidst the chaos of scrutineering although thankfully Steve had the car checked and passed before I got there. I acquainted myself with my surroundings for the next four days and was pleasantly surprised at how comfortable the car was and how much headroom I had. The only snag was that due to the big winged seats the helmets couldn't fit in the back so I'd be holding them for the road sections. During the afternoon the Saab team assembled for a group photo in between final preparations which seemed more frantic for some. The team consisted of our 2 stroke 96, the ex works 96 V4 of Francis Tuthill, two 99's of Jim Valentine and Gavin Chisholm, Magic McCombie's 900 and Ceiriog Hughes and Colin Hope both in 96 V4's. With formalities complete we headed to the hotel to get down to some serious event preparation; a few beers and bite to eat.



Continued on Page 25

RAC Rally

Continued from Page 24

Friday and the first day started at the oldest Hill Climb course in the world, Shelsley Walsh. We headed across in plenty of time and wandered around the paddock admiring the competition and watching a few of the cars ahead tackle to opening two stages. The rally started with a run up the hill before waiting at the top and coming back down it as Stage 2, the first time the course has ever been used downhill in it's 112 year history. As we watched the mighty V4 engined cars of Colin Hope and Ceiriog Hughes tackle the tarmac that was early drama as Ceiriog descended the hill, slotted left and suddenly lost drive. His gearbox had failed and sadly this would be the end of the event for him. Starting at 97 there was just one car behind us as we started this mammoth event. It's fair to say the 96 will never really make a hillclimb car but we weren't slowest and on our descent we were 2s quicker than our opening run, the wonders of free wheel! Once clear of the "Mickey Mouse" stages it was into the forest so the event could start in earnest. Stage three was the longest of the day, 13 miles through Radnor forest. When we arrived there was a hold up of nearly an hour due to spectator issues before the stage had started so we had chance to shoot the breeze with a few crews around us. Prior to the event I had asked Steve if he wanted to use pacenotes or maps and he said he was happy with whatever I wanted to use. Being a road rally man at heart I decided to do the event in the true spirit of the old Lombard RAC and use maps. The organisers provided all crews with marked up 1:25,000 scale maps so I had very little prep to do on them, the question was would my map reading be good enough to keep us on the road. As we approached the line for the first stage we watched Magic McCombie set off two cars ahead and he was clearly having some major issues as he was barely able to ascend the first hill. We headed into the stage and it was clear from the off that although Steve only had around 85bhp under his right foot he was using all of it to full effect. The stage was muddy and slippery in places but none of this bothered Steve as he threw the car around. I was also pleasantly surprised how good the maps were and I was able to get significant detail from them to call all but the very slightest of bends. Towards the end of the stage we caught Magic on an uphill section but as soon as the track levelled out he was away. With the opening stage complete we had a quick road side service to top up with fuel and fit the spot lights before heading over the Epynt.

Stage 4 was the first of two at Epynt ranges, this one all gravel and by now we were into darkness. In here we passed a Dutch crew in a Volvo Amazon that had gone into a left hander a bit too enthusiastically and slid into the ditch on the outside. After the stage we had a service at the Epynt Quarry although due to traffic our service crew hadn't made it round in time. No major worry, all we had to do was clean the screen and tweak the spot lights. Just before we arrived I had received a text message from my brother saying the second run of the Radnor stage was cancelled. The wonders of technology, someone who is on the Isle of Mann competing on another rally knows more about what's happening than us. It was useful to know and the crew of a Mk1 Golf were pleased to find out we only had 7 miles to go rather than 20. Their gearbox was haemorrhaging oil and was unlikely to last 20 miles so they were about to attempt a rapid change however upon hearing the news they decided to top it up and wait until they got back to the finish to remove it.

Stage 5 started on the Burma Road on Epynt, the narrowest tarmac section where I told Steve it was imperative he didn't cut anywhere as the road side is littered with huge rock. The narrow gravel tyres of the Saab didn't suit the tarmac so we were more at home once we rejoined the gravel after a couple of the miles. This was a good stage, wide and flowing but a few uphill sections hampered us slightly. We left Epynt and despite me asking at each control if they knew anything about the last stage being cancelled we were told nothing and headed to Radnor. On the way I received a text from a friend running about 50 cars ahead of us who told us we would be flagged into a petrol station and sent to the finish at Leominster. I plotted the reroute and rang the service crew so by the time we reached the petrol station we knew exactly what we were doing. Once at the finish we loaded the car onto the trailer and headed four and half hours north to Carlisle, eventually reaching the hotel just before 2am.

Saturday started from Carlisle and took us into the infamous Kielder forest. The days format was simple, a loop of three stages all run twice before heading north for a loop of two stages also run twice. The opening stage of the day was Sheperdshield, a 6 mile test through a particularly muddy section of forest. Early on we passed the Mk2 Astra of Dave Pedley who had been sucked into a ditch whilst avoiding a rock then just before the finish passed a rather second hand looking Mk1 that had left the road only for a Datsun 240Z to plough straight into the back of it a minute later. Thankfully we passed without incident. Stage 8, Whitehill was one of the longest of the rally at 16 miles and was over two A3 maps. Unlike the previous stage this was much more open but had some classic Kielder ditches. Less than a mile in I called 300 to unseen 7L, Steve approached with due caution and avoided joining the three cars in the ditch which sadly included Jim Valentine in his 99. We did have a couple of moments of our own when the car went light over crests, the free wheeling proving somewhat unnerving in these situations, for me anyway.

After a brief check over the car in service by the excellent crew from Malbrad it was into the third stage of the day, Roughside. This certainly lived up to it's name although the approach to the stage was worse than the stage itself with one particularly hill ascent akin to a sporting car trial. Despite being only 6 miles it was a quick stage and we caught and passed the 1400cc Peugeot 205 that set off a minute ahead of us. Shortly after we also passed Saab team mate Frances Tuthill parked at the side of the road.

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RAC Rally

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We assumed mechanical failure caused his demise but he also nearly lost the drivers door as we had to slow right down before he closed it despite Steve blaring the horn. The repeated runs of Sheperdshield and Whitehill were uneventful although yet more cars succumbed to the ditches. The second run of Roughside started badly though. Off the line the road went 200, 6R 400 to 90R and down the 400 straight it was clear all was not well as the back end became very wayward. Steve assumed we had a rear puncture and decided to carry on at a reduced pace rather than stop to change it. The overhanging rear arch make wheel changes difficult at the best of times and the stage was only 6 miles. He did well to keep the car on the road as it constantly tried to swap ends but this set back cost us 3 minutes. Our chase crew Paul and Pete changed the wheel after the stage and we headed further north for the second loop of the day.

By the time we reached stage 13, Ogre Hill we were into darkness. This short 6 mile stage started with a painfully long uphill start where there was little Steve could do but keep the throttle pinned to the floor until the road levelled out. Less than a mile in we passed Magic pulled over at the side of the road and the ditch hunting Mk2 Astra off on the opposite side of the road after running wide trying to avoid the Saab 900. A long run took us to stage 14, Harwood. At 12 miles this was another proper stage, wide, flowing and thankfully mostly level. Steve had a real go in here and it suited the car perfectly. He seemed determined not to lose any speed on corners as he threw the car into the corners easily getting it as sideways as some of the Escorts. Other than a couple of moments when the car slid almost all the way across the road and off the other side we had a good and very enjoyable run over the stage. The day concluded with a second run over each of these two stages where we went 21s and 16s quicker than our first passes. A long day over we had a two hour run back to Carlisle before starting again first thing Sunday morning.

Day three would be the foray into the Scottish forests and a cold and frosty morning started with a 40 mile run up the M6, not ideal in a 2 stroke but the heater certainly made it a pleasant place to be. The opening stage of the day was Greskine, 11 miles of ice covered forest that started so rough I could barely see the map and struggled to call the bends. This stage was one where just getting through was the order of the day and frankly not very enjoyable at all. Stage 18, Windyhill was shorter but equally as rough although thankfully not quite as icy. After service at Lockerbie Truck stop we did both again, thankfully this time with the ice now gone. With the roughest stages so far completed we headed further north for stages in Twiglees, Castle O'er and Craik.

Upon arrival at Stage 21, Twiglees we found a long queue waiting to start after apparently one of the top crews had been caught out on black ice, hardly surprising given the freezing temperature outside, that heater again proving a god send. After 45 minutes we finally got into the stage and what a stage! In the fading light we had possibly the best stage to date. The long flowing bends suited the car to a tee, the map calling seemed to be spot on and Steve got into a rhythm that kept the car drifting from one corner into the next. We set a time just 1s slower than the Datsun 240Z and Volvo Amazon so clearly we were on it. Sadly this good run didn't continue into the first run of Castle O'er as we suffered a rear puncture less than a mile in and again had to limp through the stage for over 5 miles although we managed to hold off the BDA engined Mk1 Escort that set off behind us until almost the end of the stage. With a few miles to the chase car after the stage we decided to change the puncture ourselves. This combined with stopping to top up fuel at the chase car coupled with rally traffic coming back towards us after the Craik stage meant we started to fall behind on the long road section so there was only one thing for it, the poti was cracked out and I started to call the bends on the road so we could get a move on. With my head in the map, 4 spot lights up front and the little 2 stroke buzzing away we could have been doing a proper sixties road rally. Stage 23, Craik was to prove probably the toughest of the rally with the ice now ever more apparent. We were warned at the start about one particularly icy section but decided to err on the side of caution for the whole stage and with good reason. We had only reached the first junction before we passed the first casualty, a Mk1 Escort nosed off the road, followed shortly by another Mk1 totally destroyed upside down in a ditch. Having had to swap the back wheel following the puncture on the previous stage we were running with a 155 tyre on one side and a 175 tyre which coupled with the slippery conditions led to a half spin on a 90L. Normally this isn't big issue but the narrow track dropped off into car swallowing ditches so Steve carefully backed up, pulled left into the junction and swung the car round. As we approached the section we were warned about at the start I called 500 to 7L but it was sheet ice. Steve tried everything to get the car stopped but we slid straight off the road, over a small grass verge and nosed into the trees, judging from the tyre marks we weren't the first to do it either. I was about to jump out to push but Steve slotted reverse and backed it straight out, what a relief! We made it to the end of the stage without further incident but it was clear luck was on our side for this one. The day finished with another run through Twigless and Castle O'er which went much better with four inflated tyres.

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RAC Rally

Continued from Page 26

The final day saw a return to Kielder and featured just 5 stages but with two 20 milers and two 13 milers this was going to be no cruise to the finish. Before leaving service to head out to the first 5 mile stage of the day we bled the clutch as Steve felt it was sticking slightly but we were soon on our way. With the temperature again below zero we decided to take it steady on the opening test, a finish was firmly on our minds and if we fell off today there was no super rally.

We had also heard that Steve Bannister had been caught out at the very first junction so clearly conditions were on the tricky side. We got through without any drama and the flying Toyota of Andy Madge didn't catch us so we can't have been going too slowly. From here it was into the longest stage of the rally, Capelstone Fell. At 20 miles this is the longest forest stage I have ever done and would require serious concentration from us both to not only keep the car on the road but to make sure the pace didn't drop off mid way through the stage.

The stage started badly as we approached the first junction I called "100, Long 2R into Long 2L" only for the road to suddenly turn 90L. I tried to regain my place assuming I'd made a mistake but a sudden 90R threw me even more. I told Steve to take it steady until the next junction when I could find my place and I was soon able to start calling the road again but this had knocked my confidence. I was sure the map was wrong and if that was the case would it be wrong elsewhere? Thankfully I was able to call the rest of the stage without issue and we finished with a time of 25:36. Service at Kielder Waterside followed before we tackled Stage 28, Falstone. At 15 miles it was one of the longest of the event but given the mammoth stage we had just completed it seemed like a sprint. After another brief service it was back into Capelstone Fell to tackle it's 20 miles once again. I had worked out where the map was wrong so there were no surprise bends this time through however we did have some traffic to contend with. Stewart Scott in his Mk1 RS2000 caught us just before half way point and we hung on to the back of him quite well until Kim Gray in the flying 1600 Mk2 was hot on our heels having dropped down the order due to an emergency diff change. Thankfully she caught us just as we arrived at a wide junction so we were able to let her past with little time loss for either of us. We felt like we were making good progress but with a couple of miles to go Steve clocked another car approaching who promptly sat on our back bumper with lights on and horn blaring. I told Steve to keep going until the next junction as pulling over where it was too narrow could see us into a ditch and out of the rally. Steve soon let them past and we saw it was car 16 Henri Graham, who had already been stuck in a ditch on the second stage of the day and was in fact OTL. This therefore begs the question as why he felt it necessary to try and pass us so aggressively when his rally was effectively over. You also have to question the mentality of the start line crew who allowed a top seeded, Millington engined Escort into a 20 mile stage just minutes after the lower seeded, much slower crews as it simply isn't safe, a point I raised with the stop line crew who frankly couldn't have cared less.

All that remained was the second run through Falstone and we both agreed that we were now driving for a finish. At the start line we were warned that there was a car pulled off to the side just 500m in and we were devastated to see Colin Hope parked up as we passed. His storming run had come to a disappointing end with gearbox failure at this late stage. Magic McCombie started a minute behind us and with his car now finally running right he caught us on one of the long straights where he said he'd hit 110mph. We managed 85mph but it wasn't enough to hold him off and we let him past only for the intercom to cut out so I was forced to shout the bends for the last few miles. Despite this last minute drama we had done it, 300 stage miles, just over 6 hours of flat out driving in a 52 year old car that had needed just tyres, water, fuel and 2 stroke oil to get us to the finish. The sense of achievement was fantastic.

Our final result was 43rd Overall, first in class B2, 3rd Category One car behind the Lotus Cortina's of Bob Bean and Simon Wallis and 2nd highest placed crew using maps. There were also 4 crews ahead of us all used super rally which means we were beaten by people who failed to complete the whole rally, a concept I still don't agree with. We also finished as second highest Saab after Colin Hope was able to reach the finish with a maximum on the final stage. At the start of the event we identified the Lancia Fulvia of Steve and Tony Graham as our only real competition as they were the only other historic car under 1600cc and we were very pleased to beat them by 64 minutes. All in all we proved that a properly built Category One car is still capable of competing on gravel rallies when so many have been resigned to garages and workshops following the change in regulations. Despite the rather inappropriate comment from Colin Heppenstall at the prize giving that we were the "oldest and slowest car in the event" we didn't set a single slowest time on the entire rally, even when on two occasion we did the best part of 6 miles with a puncture. It had been a rally of epic proportions and probably the longest event I will ever compete on and it had been a thoroughly enjoyable 4 days. My thanks of course go to Pete, Paul and everyone at Malbrad that kept the little 2 Stroke going but mostly to Steve for allowing me to navigate for him and showing just how hard a 2 stroke Saab can be driven when the driver knows what he's doing.

Sam Spencer : Malton MC & Clitheroe & DM

Northumberland Borders Rally

FRESH from his success on the RAC Rally of The Tests, Steve Entwistle made it a month to remember with an outright win on the Northumberland Borders Rally.

The Rishton driver maintained the rich vein of form that netted him second place on the four-day classic to see off his Mini rivals by two minutes, again driving Paddy Hopkirk's famous Cooper S, 6 EMO.

"It's been a good couple of weeks, and after just missing out on the Rally of the Tests, I really wanted to win this," explained Entwistle.

"I won it in 2010 and 2012 with Orangebox, my own ex-Roy Mapple Mini, so it's nice to get the hat trick." Seeded at car two for the Mini-only event, Entwistle and navigator Andy Pullan were one of the pre-event favourites, alongside former winners Graeme Cornthwaite and Ali Procter, and Pete Tyson and Neil Harrison.

But the Northumberland Borders has an enviable reputation as a tough, but very well organised event with eight special tests following a lunchtime start from Cramlington and then a 115-mile 'plot and bash' road rally. And the highly-rated Entwistle, the 2015 HRCR Clubmans champion, had a bit of a shock at the tea halt, finding himself down in an uncharacteristic sixth place.

He said: "It was nothing to do with Andy, I was just out of sorts and couldn't get any sort of rhythm going in the car, maybe it was fatigue from doing the Rally of The Tests the week before. Anyway, I had a nice cup of tea and gave myself a good talking too, and that seemed to do the trick."

"Niall Cook, who does a great job organising the Borders, had found some excellent lanes in the Cramlington area, and everything seemed to gell, although we had to push really hard to claw back the lost time."

And Entwistle paid tribute to his navigator Andy Pullan, who was faultless in the left-hand seat.

"Andy was brilliant, and anyway, he owed me as he was navigating for Paul Crosby when they beat us on the Rally of the Tests!.

"Once again, 6 EMO ran like clockwork, despite having a very hard couple of weeks, and I'd like to thank Paddy and Chris Harper at Mini Sport of Padiham for letting me use the car again."

RESULTS:

- | | |
|-----------------------------------|----------|
| 1: Steve Entwistle/Andy Pullan | 16m 15s. |
| 2: Jonathan Swales/Sam Spencer | 18m 17s. |
| 3: Graeme Cornthwaite/Ali Procter | 26m 37s. |



Pre Driver Day (14-21 year olds)

In an effort to help some of the new drivers, the Under 17 Motor Club (North West) are holding a pre-driver training day for 14 to 21 olds who do not hold a full driving licence.

This course is aimed at those with none or very limited driving experience.

This course is an introduction to Motorsport in a controlled environment with highly skilled trainers in dual controlled cars and rally cars.

A series of assessments will help develop the young person's skills. The course will be assessed in four areas;

1. Attitude to learn,
2. Following precision instructions,
3. Driving accuracy,
4. Driver improvement.

2018 Dates for the above Courses : www.u17mc-northwest.org.uk



**U17MC
(NW)**

Gemini Communications Motor Sport Team



RALLYING

The Golden Microphone Previous Winners

2018
It could be You



1994 - Dave Crosby
1999 - Keith Lamb
2000 - Ian Davies
2001 - Tony & Avril Lee
2002 - Keith Lamb & Adrian Lloyd
2003 - Stuart Dickenson
2004 - Dave Crosby
2005 - Chris Jarvis & Stuart Dickenson
2006 - Tony & Dan Turner
2007 - Tony & Dan Turner
2008 - Chris Jarvis & Lee Skilling
2009 - Paul Henry
2010 - Eve Fisher & Graham Bray
2011 - Stuart Dickinson
2011 - Stuart Dickinson
2012 - Tony Jones
2013 - Tony Jones & Peter Langtree
2014 - Peter Langtree
2015 - Ian Davies
2016 - Ian Davies
2017 - Ian Davies

Golden Microphone Trophy 2017

Final Scores

G 23	IAN DAVIES	145 points
G 01	BILL WILMER	125 points
G 25	CHRIS WOODCOCK	100 points
G 04	IAN WINTERBURN	85 points
G 19	JAMES ATKINSON	85 points
G 21	DEREK BEDSON	85 points
G 50	DAVID PEAKER	85 points
G 11	MARK WILKINSON	75 points
G 37	LEE SKILLING	75 points
G 56	TONY JONES	75 points
G 03	LES FRAGLE	70 points
G 13	STUART DICKENSON	70 points
G 17	ROBIN MORTIBOYS	70 points
G 33	JOHN ELLIS	70 points
G 62	COLIN EVANS	70 points
G 64	DAVID BELL	70 points
G 59	MAURICE ELLISON	70 points
G 09	KEITH LAMB	65 points
G 14	ADRIAN LLOYD	65 points
G 41	JERRY LUCAS	60 points
G 58	GEOFF INGRAM	60 points
G 12	CHRIS JARVIS	50 points
G 31	DUNCAN STOCK	45 points
G 55	STEVE & MATT BROADBENT	40 points
G 02	GRAHAM COOKSON	35 points
G 48	PETER LANGTREE	30 points
G 65	BRIAN EATON	30 points
G 24	PAUL HENRY	25 points
G 32	BRYAN FLINT	25 points
G 26	MARK DICKENSON	20 points
G 27	ROGER SCHOFIELD	20 points
G 07	TONY & AVRIL LEE	15 points
G 28	ANDREW TAYLOR	15 points
G 10	BARRY KENNEDY	10 points
G 51	GERRY MORRIS	10 points
G 53	TOM & VICKY MERCER	10 points
G 43	TONY TURNER	5 points

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RADIO

Gemini Communications : 2018 Events Calendar

MOTORSPORT

Sat 10 Feb

Jack Neal

Clitheroe & DMC
Blyton

Sat 17 Feb

Cambrian National

North Wales CC
Clocaenog & Penmachnoe

Sun 2nd April

Warcop Stages

North Humberside MC
Warcop

Sun 15 Apr

SMC Stages

Stockport 061MC
Anglesey

Sat 12 May

Plains National

Knutsford & DMC
Dyfi Forests

Sun 13 May

John Overend

North Humberside MC
Melbourne

27th May

Frank Williams Memorial Rally

Rhyl MC
Trawsfynydd Ranges

Sun 01 July

Enville Stages

Warrington & DMC
Anglesey

Sun 08 July

Legend Fires Greystoke Stage

West Cumbria MSC
Greystoke Forest

Sun 12 Aug

Gareth Hall Memorial Rally

Bala & DMC
Trawsfynydd Ranges

02 Oct - 07 Oct

Wales Rally GB

Sat 2/3rd Nov

Neil Howard Memorial Rally

Bolton le Moors CC
Oulton Park

Sat 24 Nov

Hall Trophy Stages Rally

Clitheroe & DMC
Blyton

Sun 25 Nov

Glyn Memorial Trophy Stages

C&A MC
Anglesey

BIKE RIDES



May

Raw Dyfi Indro
Dyfi Forest Bike Trail

Sun 06 June

Manchester to
Liverpool Bike Ride

Sun 08 July

Manchester to Blackpool
Bike Ride

Sun 02 Sept

Manchester to Nantwich
Bike Ride

FIRE TRAINING

Sat. 18th August
Darwen Services

GEMINI
MOTORSPORT
COMMUNICATIONS

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Radio Mutterings

British Motor Sports Training Trust 'First On Scene' Training and the adjacent AutoSOLO and Production Car Autotest Darwen with Blackburn, Services 2nd December 2017

It's a dank and drizzly late morning as I head north and east to Junction 4 of the M65 for the First Marshal On Scene Training supported by the British Motor Sports Training Trust and the adjacent AutoSOLO and Production Car Autotest and AutoSOLO run by the Under 17 Motor Club North West. Arriving early I park up and get chatting to Steve Johnson, Go Motorsport Regional Development Officer who outlines that the AutoSOLO and PCA has been entirely set up and run by the competitors and young people, without the 'grown up' (although that's a little debatable) organisers involvement. The 'live' action shows what a group of young grassroots enthusiasts can achieve and as an entry level activity into the sport all involved are to be commended.

The young drivers in particular show an enthusiasm to learn and the encouragement of the marshals is pleasing to hear, as times and penalties fall as the crews take more and more runs at the tests. Quite what the resting Polish lorry drivers thought I hate to think, but the event draws an appreciative small crowd, as individuals and families stopping at the services wander over to hear what all the tyre squealing is all about. Who knows out there today might just be the next WRC or GP champion.

The number of competitors might be small, but the energy and commitment far outweighed the numbers involved. The marshals equally seem to be enjoying the event, although to be honest there was a cold biting wind coming across the hills. The event showed that for very little money you can get a step on the motorsport ladder and either enjoy the opportunity that these events brings as they are, or alternatively use them as a learning and stepping stone into other branches of our very varied sport.

I know the event is open to a wide variety of machinery but a dual control mini !, although come to think of it, maybe out there are one or two co-drivers who might like that idea out on the forest stages !!

Anyway back to the slightly more serious business, the First Marshal On Scene Training, my real purpose in attending today. MSA Instructor Jon Aston and Steve are our two instructors for the session, after the chance to use the much appreciated meal voucher. I'm booked on the 1pm session and, I catch up with the earlier class of 2017 that included two more Gemini crews, in the form of our very own SD34 Newsletter Editor, Maurice '*hold the front page*' Ellison and Keith '*this will be a serious message*' Lamb, Gemini 9. My class is a little smaller, with only four of us booked in, but in effect we make up a realistic marshalling sector team.

We begin with a classroom session led by Steve, into the basics and what to do in the event you are the first on scene at an incident. Skills and knowledge that we can apply both on and off the rally stages. The session is interactive (to you and me we get the chance to swap experiences and real world examples) as the theory begins to be applied.

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Radio Mutterings Continued from Page 31

The use of a couple of training video excerpts, breaks up the session and brings home the importance of the lessons we are either here to hear for the first time today, or for some of us the opportunity to refresh previous learning. The session is wide ranging from immediate actions, through basic first aid techniques (who doesn't remember Vinnie Jones doing CPR to the Bee Gees Stay'in Alive), through effective communications and the importance of defining marshalling roles in a team.

Once the classroom work is over we all head outside and we are presented with an incident scene and need to act out what we have learned for 'real' so to speak. Grace our 17 year old nominated sector marshal takes the lead role and we are each assigned duties as the scenario of Car 49 'off' reveals itself and our instructors bring interjects to the action, the car is now on fire etc. We all know that this is an exercise at the back of a motorway services, but the scenario is real and we all fall into our defined roles, lead by Grace. In a blur the exercise is over and Jon leads a debrief of our individual and collective actions, reflecting on timings and the application of what we have all just learnt. The importance of these basic skills is brought to sharp focus with an incident as we debrief in the AutoSOLO, as one of the drivers somewhat rearranges the shape of their Micra, although thankfully no injuries.

Back in the warmth we continue to discuss what has proved to be another good example of the importance of learning for all, no matter how experienced you think you are. Many thanks to Jon and Steve, our instructors and also Tracey Smith in the background for organising another excellent training session.



GEMINI COMMUNICATIONS Christmas Dinner & the Golden Microphone Trophy Award Wednesday 27th December

On a dark wintery afternoon after the traditional Boxing Day excesses of food, wine, relatives and 'The Great Escape' the Gemini team assemble in the Dresser's Arms, near Chorley for the annual Golden Microphone Awards.

2017 ends with another British Formula One world champion, well done Lewis, a British team winner of the WRC, well done Malcolm and a Welsh winner in Elfyn of the Wales Rally GB. For me 2017 has seen me out on twenty rallies and a couple of bike rides helping provide as part of the event safety team vital safety radio communications. Juggling work oncall commitments and a home life is always challenging, but this year I have been able to fit in a few more events than usual.

This year has also been a little different as I have been working towards my Radio Controllers licence, so some of the events this year have been an opportunity for some hands on learning in Control, with a variety of controllers from across the Gemini team. So before I start a personal thanks to Bill, Stuart, Mark, Ian and Chris for letting me into the inner Controller's circle, it's a bit like the magic circle but without the rabbit and top hat !, (what's said in Control stays in Control).



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Radio Mutterings

Continued from Page 32

The year started for me in February with the very early and wintery Cambrian, where I joined the team in the event control alongside the CoC. As people will remember the event was unfortunately cut short by the atrocious weather and I experienced firsthand the difficult decisions that had to be reached that day in the event control. The rally also reinforced for me that the events duty of care goes beyond crews and spectators but also extends in circumstances like this to make sure that all marshals are safely out of the stages and at least back on the public road. The very next day I swapped the snow of North Wales for the chilled Lincolnshire flatlands at Blyton, finishing the month off with the North West Stages at Weeton. March took me north to one of my favourite events the Malcolm Wilson Rally and what a year it later proved to be for Malcolm and his WRC winning team.

April saw me head across to Anglesey for my first island visit of the year and a role in Control, followed by the very long trip north to a somewhat disappointing Pirelli Rally. May continued my efforts to gain Control experience first on the Plains Rally and then later on at Melbourne Airfield, two very contrasting events and experiences. I finished the month at a new event the Warcop Stages and found myself as the finish radio on this new and welcoming event.

After a break in June for some well deserved rest !!, July started with the trip north once again to the Greystoke Stages and the fierce biting flies and dust of this compact Lakeland forest event. For August it was back into Wales and another friendly event at Trawsfynydd, a compact and again friendly event.

September is a month I always look forward to as I have the opportunity to help out local friends across the Mersey at the New Brighton Stages, a unique mainland 'closed road' event, before anyone knew what a closed road event was all about. The event is run as you would expect along very professional lines and the amount of work and expense involved in closing the roads and erecting miles of spectator barriers cannot be underestimated. The event also uniquely starts with a pair of Friday night stages to spice up the action and entertainment, before a full day's action on the Saturday. Another trip out to Weeton completed the month's activities.

October of course means the WRC Wales Rally GB and for the second year I joined the event Radio Control Team, first out in Myherin, followed by the marathon day that was Aberhirnant and finishing with the final day in the North Wales Rally base control. The event provided much needed experience towards my Controllers Licence which I hope to complete in the first half of 2018, fingers and aials crossed. The competitive year ends with two circuit based rallies, the ever popular Neil Howard Stages at Oulton Park and finally the end of season trip across to Anglesey. My final 'rally' outing of the year was to the excellent First Marshal On Scene training at Darwen Services, a reminder that we can all learn something, no matter how experienced we think or believe we are.

The events this year have been of varying character and appeal, although an appreciated rise in the 'welcome' from organising clubs has been noticed. The latter reflected in small things such as adequate stages plans and safety plans, 'goody bags' and above all an appreciation that we are all volunteers who put our time and money into a sport that we love. I must also say a special thank you for the annual Malcolm Wilson Stages Christmas card, a welcome addition to the mantelpiece.

Continued on Page 34



The not so good part of the year has been the abusive behaviour of some spectators and more worryingly some of the sports very own media. The latter was particularly evident on this year's Rally GB, as sat in Control I 'witnessed' some of the idiotic behaviour of a very small minority who should know better. Not only should this behaviour be dealt with properly and severely by the MSA and FIA, but it would do the role of the volunteer an awful lot of good if we got to know of the sanctions or penalties imposed against those idiots who stand in the prohibited zone, ignore the marshals instructions and believe that their tabard provides them with some sort of 'magical' protection. It's bloody hard to move members of the great British public, if there is a member of the media stood in the very same prohibited area. The recent findings of the FAI in Scotland, put into sharp contrast what can happen when things go wrong and it will be very interesting for the sport to see what further safety changes the MSA adopt in 2018, in light of the Sheriff's final report.

(Not all Spectators & Photographers are morons, however the 1% who are do need to change their ways)

Anyway back to the business at hand and the Golden Microphone Awards 2017.

Over a total of 26 'official' Gemini events a total of 37 radio crews registered points in this fiercely contested championship. This year the Gemini team have provided over 2,000 hours of volunteer time and that's only to events under the organisation and formal control of a Gemini Radio Controller, the reality is that many of us support many other events up and down the country, so the true number of volunteer hours may never be known.

The afternoon begins with an opportunity to catch up with friends old and new in the Gemini 'family and enjoy the excellent hospitality that the Dresser's Arms can offer, all incidentally paid for by 'team' funds through the good offices of our leader and founder Gemini 1 himself. Once fed and watered (at least for those driving) a hush of sorts descends and Bill takes to the floor as master of ceremonies and chair for the awards. Before the awards proper there is some more formal 'team' business to conduct.

- First there was the business of remembering those who couldn't make the awards including Dave, Robin, Graham and Eve
- For 2018 the team is introducing a new points scoring event, the 'GCE' or 'Gemini Controlled Event' where an event or stage benefits from the services of a Gemini Controller but not necessarily the full radio staffing and organisation of the Gemini team.
- Bill reflected on the year and the wide variety of events that the team had supported, from small single venue though all the way to World Rally Championship. The latter a smallish event based in Wales and which requires a huge amount of preplanning and preparation, alongside the delivery of a 'professional safety communications network, something both Bill personally and the whole team are quite proud of.
- A few words from our guest speakers this year included Chris 'the navigator' Woodcock and a few words from Steve Johnson, whose training efforts are much appreciated. Incidentally with Heidi there can't be many awards that boast the presence of two RDOs in the same room.

Anyway back to the Golden Microphone itself, Bill introduced the awards and made mention of those in attendance who had scored points during the year including 'whispering' Keith Lamb, Adrian 'McRae' Lloyd, Les 'the chair' Fragle, the 'clan' Winterburn and finally Stuart 'I'm from Yorkshire' Dickenson.

I have the privilege this year of winning the trophy and accompanying cheque for £100 for the third consecutive year, something to be honest I'm quite proud of.

This year the top three were as follows:

- | | | |
|--------------------------------|-------------|------------|
| 1 st Ian Davies | (Gemini 23) | 145 points |
| 2 nd Bill Wilmer | (Gemini 1) | 125 points |
| 3 rd Chris Woodcock | (Gemini 25) | 100 points |

The championship is fiercely competed for and recognises the efforts over a full twelve months worth of the sport we all love and support. In my acceptance speech (thankfully shorter than the Oscars) I particularly thanked Bill our team leader and mentor for all of this hard work throughout the year, a year which has seen further team growth as new members have joined and which has demonstrated that true value of experienced and disciplined radio crews out in the field safeguarding the safety of competitors, spectators and marshals alike. Next year I'm hoping for a continuation of this great team spirit and camaraderie, alongside a fight for the coveted 'Golden Microphone'



DECEMBER QUIZ

Answers

How well do you know our towns and cities?

No prizes, no gold cups (or saucers)

Just a bit of fun

Which British town or city :-

- Has an airport called Robin Hood
DONCASTER
- Has cream (rather than red) coloured telephone boxes
HULL
- Has a railway station called Citadel
CARLISLE
- Has a street called Whip ma Whop ma Gate
YORK
- Has a pub called Ye Olde Trip to Jerusalem
NOTTINGHAM (*oldest Inn in England*)
- Has a shopping centre called The Bull Ring
BIRMINGHAM
- Is the location of The National Ice Centre
NOTTINGHAM
- Hosted the opening event of the 2012 Olympics
CARDIFF (*Ladies Football match between GB & New Zealand- 2 days before the opening ceremony*)
- Is where the first rules for association football were created
CAMBRIDGE
- Is the location for the annual World Snooker Championship
SHEFFIELD
- Hosted the 2014 Commonwealth Games
GLASGOW
- Is the location of the Museum of Rural Life
READING
- Is sometimes called "The Athens of the North"
EDINBURGH
- Has two landmarks called Samson and Goliath
BELFAST (*The two cranes at Harland & Wolf shipyard*)
- Was where the first £1,000,000 cheque was signed
CARDIFF (*Coal Exchange*)
- Is the home of English mustard
NORWICH
- Has the oldest underground railway in the world
LONDON
- Has the only football team outside Scotland to play in the Scottish League
BERWICK UPON TWEED
- Had a feature nicknamed "The Dockers Umbrella"
LIVERPOOL (*Overhead railway in the Docks*)
- Has the highest cathedral spire in the UK.
SALISBURY



Airedale & Pennine MCC



DECEMBER PCA

Rock & Heifer December 17th

I requested a special snow permit from the MSA and it worked perfectly, amazing how they do it for just a few quid.

A couple of inches of hard packed snow on Thursday hardened into sheet ice for Sunday on our slightly sloping playground and the forecast was for more as the event took place. This did fall but only a light dusting that gave a little extra precious grip. With the application of even the lightest handbrake several competitors performed graceful pirouettes and then regaining momentum took ages.

A very successful trials driver took first place followed by a rally driver and third was a schoolgirl who has never driven on the road. The rest of the speed demons were having fun so didn't seem to mind taking the remaining positions.

Nobody took my advice about wearing winter tyres with studs and none of the cars had traction control so test times varied widely.

The front wheel drive cars showed their superiority over an MGF by having half a chance of getting respectable times.

A splendid day out for all who came along to this third of six events, next one being 7th January.



Dream weekend for teen driver Tommi Meadows

Clitheroe rally driver Tommi Meadows enjoyed a successful weekend after being crowned the 2017 2300 Club John Easson Award Winner, securing the £6,000 prize fund to support his rallying exploits in 2018.

The annual award is open to drivers & co-drivers aged under 25 throughout the UK, and is seen as the biggest prize in UK rallying with previous winners such as Chris Ingram & Osian Pryce going on to become championship winning drivers and competing as high as world level. After being shortlisted as one of three finalists, 17 year-old Meadows impressed the experienced judging panel in interviews on Friday night to be announced as the winner against some tough competition.

‘Winning the John Easson Award means a massive amount to me. The 2300 Club offer a great prize year on year, and as a young driver it will provide me with a much appreciated financial boost going into the 2018 season,’ explained Tommi.

However there was little time to stop and celebrate, as Saturday saw the MSA Academy student competing on the Grizedale Stages Rally in the Lake District, after support from Swift Group allowed Meadows to secure a last minute entry to the event. Driving a Ford Fiesta R2 owned by British Rally Championship frontrunner Matt Edwards, Tommi & regular co-driver Ian Oakey were in unfamiliar territory having never driven the car in anger before the first stage.

The pair settled into the 1600cc M-Sport built machine well and were on the pace of other R2 class runners after the first loop of stages. However, an unfortunate driver error on stage 3 saw the Swift Group Fiesta stuck in a ditch for 7 minutes, losing a lot of time and ruining any chances of a good overall result.

‘It was my mistake, I got the car into the corner a bit too early and the road fell away on the inside, which dragged us in,’ admitted Tommi. ‘If it wasn’t for the massive effort from the spectators at the corner then we would’ve been stuck there all day – they pulled us out and thankfully the car was relatively unmarked so we could carry on’.

The afternoon would see the crews tackle 3 more stages, including a re-run of a 15 mile stage in Grizedale. Meadows & Oakey continued to build up confidence in the Fiesta R2, catching cars ahead in 2 of the 3 stages. A short blast through the Dunnerdale stage ended the day and the crew made it out unscathed.

‘I don’t think I’ve stopped smiling all afternoon – this is an awesome little car to drive and it just fills you with confidence. I can’t thank Swift Group enough for the opportunity and also to Matt Edwards for his valuable advice and allowing me to drive his car, which didn’t miss a beat all day long.’



Warrington
& District Motor Club



**Wern Ddu
Gravel PCAs
Dates for 2018**

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

Regs :

www.warringtondmc.co.uk

Kirkby Lonsdale MC

The Lunesdale12 Car Rally

Thursday 30th November

November ended with me competing on Kirkby Lonsdale MCs 12 Car Rally on Thursday the 30th. I had originally volunteered to Marshal but on the Tuesday before the event Ayrton rang me 'Would I sit in with Rachael (his Fiancé)? This was going to be her first ever rally. A nice gentle ride I thought. I won't be in fear of my life. Then it all changed on Wednesday night. Rachael was poorly and wouldn't be doing. Ayrton rang me with the news and said that he would be my chauffer instead.



Signing on started at 7pm at the Start & Finish venue at the Pheasant Inn Casterton. Tony Harrison/Matt Broadbent were running at car one in the Proton. We were at Car 2 in some form of Subaru Estate (big & wide). Novices got their route instructions when they signed on. We get all our instruction with only minutes to our departure time. When we get to TC1 (a touch over two and a half miles up the A683) we are already 30s into our minute. So its straight in and out except we don't make the right turn we should have done towards Applegarth and we go 200yds up the A683 towards Sedbergh and have to turn around. The lanes to the North of Barbon are very narrow and slippery. Being behind Tony and Matt and already being a minute down means that Ayrton is on a mission and we are pressing on at a fair old rate - its either that or the size of the Subaru being so big and making it all seem so much faster. We slot left at Middleton (missing the white up to Ullathornes) and on a gentle right hander (only one and a half miles from TC1) the Subaru slides off the road and beaches itself up to the axles in very soft mud. And won't come out. Eventually Ben Mitton & Levi Nicholson (I think) in the Toyota Hi-Lux 4X4 arrive and after a few tries we get pulled out with very little damage - or so we thought. Thanks chaps - sorry to have held you up. Turn left at High Green, down to the A683 again, collect a code board and turn left. Turn right over the bridge up to Rigmaden (Quiet) and right again. Up to the crossroads at Egholme farm and right again towards Sedbergh taking in the very narrow loop past Grassrigg. This loop is a lot narrower than most and we are brushing the hedge on both sides of the Subaru..

The next bit is up Fox's Pulpit and is always slippy but this time lots of ice added to challenge. The number of times that I thought we were going off again was in the teens - but we didn't. Right onto the yellow that runs North besides the M6 and then left towards Greyrigg Head. There is a NAM at the junction with Sandbeds white. Someone seems to have been doing repairs to Sandbeds white and we slide past the NAM and up the inviting newly bladed white. Back up, pick up the Code Board and then left at Greyrigg Head towards Lambrigg. Tricky bit of road this with 5 square corners that are hidden round slight bends and to add to the difficulty - patches of ice. On a downhill to 45°L 50 90°R There is a sheet of ice between the two bends and parked in the middle is the upturned Pug of Chris/Matt Hewlett. We stop. Have a chat and then push the car over onto four wheels and then out of the way. They grab their bits and bobs out of the Pug and then get in the back of the Subaru. Off we go and round a long left hander into TC 1a. Dropped 20 minutes, which considering we were off the road for at least 15 minutes and getting the Pug sorted another 10 or more, is pretty good going.

Out of TC 1A, turn right, past Wythmore and turn left down Docker Fell to Myers. Straight on a Junction and then 60° slot right past Cragg Farm to Woodside (still lots of ice patches to catch you out. We start to hear some unwelcome noises - possible driveshaft? Turn right at Woodside and then left at the next crossroads and down to the A684 Turn left and we then want the fist on the right where the road does a 45°R. Thicko (me) tells Ayrton 'No - the next one' when he asks 'This one?' and I have to ask him to turn round and take it after all! (For some reason I can't now remember where TC 1b was but we dropped 3 minutes.) Take the first left towards Millholme and then right and right again at T. Left at the Junction with the road leading to Old Hutton and we want the very hard to spot steep uphill hairpin right towards Barrow Green. Takes two goes to get round the hairpin and the driveshaft noise is more frequent and noisier. The Hewletts think its coming from the back - Ayrton thinks its from the front - I have not got a clue (nothing unusual there then) We press on never the less and come to NAM 2 - A large grass triangle at the Junction with the B6385 and do two and a half laps to get both code boards. Then turn left besides the A590, over the M6 turn right at Moss End and NAM 3 is at the second left (round tree). Over the Canal bridge and left at T. Miss the road to the right to Newbiggin. Over the river (that further upstream was the infamous Lupton Ford) and turn immediately right. Pick up Code Board for NAM 4 (grass triangle) and turn left into TC 2 - dropped another three minutes.

Neutral to TC 3 and only ten miles to go from TC 4 to TC5 and Finish. The noise from the driveshaft is now truly awful, constant and very, very loud. We opt to miss the last section. Ayrton drops me off at the Pheasant and takes the Hewletts to Bentham to get the recovery truck. They then go back up to Lambrigg and take the Pug back to Heysham. Cracking little event. Shame about the off - might have given Tony and Matt a run for their money

On the Friday Ayrton goes up to the scene of our off and repair the fence that we nudged. A few pounds exchanged with the farmer and Ayrton finds the cause of our Driveshaft noise. Turns out that when we went off we 'removed' the gearbox Oil Filter (found in the mud by the fence) and had been running without oil in the gearbox. New Filter and new oil and all seems well

Maurice Ellison : Clitheroe & DMC

Luke Girvin Year in review

Championship win

I started the beginning of this year with the intentions of competing in the national B championship. Unfortunately at the beginning of the year I missed the very first event at demon tweaks due to car troubles which became a very common thing throughout the year. So my first event of the year was the Blackburn event in February which would be one of my pumas final events, I overall had a very good result the next event after that was over at Preston docks which was the much loved pumas final event due to it never being able to get an MOT again. After that event I was on the hunt for a new car, so at the next event at Lymm I used my dads BMW 125D which was very interesting being alot more powerful, bigger and RWD overall I came about mid field. After that event I was still carless so I hired one of Steve Johnson's Micra's for the next two events. I did the Myerscough open day Autotest as a side event and I gave the most passenger rides of the day and came 2nd O/A to a stage rally Mini. Next was another Lymm event in the Micra were I didn't do my best getting a wrong test. After that I had gotten a new car a 206 GTI which took a long time getting on the road. My first event in that was another Blackburn event were I did really well getting the fastest time of the day, but unfortunately the car also had broken at the end of the day which became a very common thing with that car in the coming future. Luckily we got the car fixed for the next day were I got another great result, the car was proving to be great in every way **besides** the breaking issues. I then did another Preston event after that as a practice event ready for the next national B event at Blackburn. Blackburn soon arrived were I got a good result on Saturday, but once again the car had broken this time by one of the rear shock absorbers falling off somehow, so the next day the Astbury's thankfully lent me they're track puma were I got a fairly decent result, it was really nice to be back in a Puma that day. Next event after that was up in Sheffield which was really fun being almost a mini rally, but that day I also had my first accident. I fell victim to lift off oversteer, the car started sliding out and whilst trying to save it, it smacked into the curb and a stack of tyres resulting in a very bent wishbone, luckily euro car parts delivered another wishbone at the event, so I got it changed finished the event and made it back home in one piece. Next event was Event city weekender, I was really looking forward to this event as it's half gravel and you get to give passenger rides, my dad also gave it ago and had great fun. I came 2nd O/A by a very small margin, but that once again resulted in the car breaking again, this time breaking three engine mounts! So I had to unfortunately miss the next day and once again had to borrow a car for the next event. I borrowed a Mitsubishi FTO and did the autosolo at Oulton Park giving passenger rides were people seemed to love it as it was extremely loud and very different. Unfortunately however I had to miss the Knutsford national B event as my car was still broken, so the next event and final event for the year was at Blackburn were I had just turned 17 and entered in the autotest to qualify for the allrounders championship. I had recently heard I was 1st in the under 25 allrounders championship so had to make sure I had to give my all, however the handbrake on the 206 wasn't working and the car died. However, Steve Johnson very kindly offered for me to do the runs in his Micra, so I could qualify, in the few runs I did in it, it went very well.

I thought due to me missing the Knutsford event, not doing well in the autotest, by just finishing I had lost the championship. To my amazement, I had won it by one point! I could not have been happier, it has been an up and down year but the end result has been well worth it.



Luke Girvin : U17MC (NW)

Wern Ddu PCA 3rd December

A nervous ripple spread throughout the exceedingly large entry at Wern du Autotest held on the 3rd December. 23 crews heard through the grapevine, to the winner, the spoils - the runner up, a bridesmaid dress!

The heat was on, pressure ramped up - winning or bust was the only course of action.

Crews tackled 5 tests of a similar layout to last time with slight modifications to keep the event feeling fresh.

As a regular competitor in various forms of motorsport I have always found autotesting an enjoyable days sport but at times immensely frustrating. The mysterious art of "flowing tests" is always a struggle to find and events without this magic lose something.

Steve Ellison and his Warrington DMC team have found an almost endless supply of flow - their tests are, in my opinion, what autotesting should be - low speed, challenging and lacking in "over tight" or "stop/startey" sections - perfect!

Anyway back to the event at hand. A very close result saw Alistair Dodd, no longer partnered by his trusty mother Jill Adamson, secure a 2nd win by 9s from a rapid Carwyn Griffiths, both in Nissan Micras.

In tricky conditions, Alun Evans found a great turn of speed to finish 4th o/a and 1st Class B, edging out the flamboyant Louis Banes by just 3s, who in turn edged out his co-driver and car sharer Kris Coombes by just 1s!

On his first visit to the venue Carwyn Madoc Jones took home 1st Class C honours. He is one to watch next time out after such an impressive debut.

It was a difficult day for competitors in RWD vehicles with traction severely limited affecting their times. Nick Clitheroe commented that only now is he realising he needs to look out of the front windscreen!

Undoubtedly the most entertaining driver was Tudur Evans. Making sure every cone was robust enough, he managed to test 10 of them and everyone watching loved seeing him in action.

As the day drew to a close it became obvious who would be wearing the bridesmaids dress and perhaps fate really did have a hand in it, or was it destiny (which is what he now wants to be called)? Rob Bryn Jones finished 2nd in Class again to fully justify his new outfit, it was striking how quickly he took to it!

A great day was had by all and upon the conclusion of the day Steve and team announced 6 dates for 2018 with a possible championship, beginning in mid March. The only question I had was "Where do I sign up??"



Alistair Dodd



**Rob Bryn Jones
'Still the Bridesmaid'**

November ended (Thursday the 30th) with a run on Kirkby Lonsdale MCs 12 Car. Report on that is on page 37.

On Saturday the 2nd of December I wanted to go to the Grizedale Stages but I had booked a place on the 'First Marshal on Scene' Training Course. As I approached the M6 junction, the desire to turn left and head to Grizedale rather than turning right and heading to Darwen was almost irresistible but I managed to overcome the urge and headed South. Jon Aston ran the course and it was well worth while, especially the 'Roll Play' practical that followed. Despite having just been trained it was all too easy to get things wrong on the practical. Roll Play may not be ideal but it certainly highlighted the need to think through your actions should you be called to action in a Rally incident - it is all too easy to make errors under stress that may have dire consequences. Ian Davies (Gemini 23) was on the second session and has covered this course on page 31. Whilst the Training Course was taking place there was a PCA taking place outside. Ian has also reported on this PCA.

Sunday the 3rd and its an early start for a trip down to Wern Ddu for Warrington & DMCs PCA. Another very good event and this was probably the best one yet. Clerk of Course Steve Ellison keeps refining the tests and taking out the more 'autotest' elements so that the whole thing now flows very well. Once again Rob 'Chicken' Bryn Jones failed to win and was given a Bridesmaid dress to wear (Always the Bridesmaid) see report on Page 39.

Wednesday the 6th I receive a large envelope through the post. Inside the envelope is the 'Certificate of Recognition' from the MSA (right). Seems that Tracy Smith from Accrington Motorsport Club had nominated me for the JLT Volunteer of the Year award. Chuffed to bits mainly because I was nominated by someone from a club that was not my own.

Then it snowed. Everyone seems to have had a right dollup and chaos reigned except here in sunny Bolton-le-Sands where all we have had was bright sunshine even if it was a bit Chilly. Even Lancaster (only 5 miles down the road) got a light dusting of snow. So I didn't get much of a chance to play out on the white stuff, however, young Mr. Hewlett has entered the Ryemoor Trophy Rally in January sat alongside his Dad. Matt has not done that many Road Rallies (just the Clitheronian : Pre-Plot, 2 Targas, 4 CDMC scatters, 1 KLMC 12 Car and the Grizedale Stages), a heck of a lot in a very short time but no Navigational events. So at Matts request I put together an exercise of the various types of Navigation used on last years Ryemoor. To make it as real as possible I drove the route and handed Matthew the next section clues as our due time out came up at each control location. The snow that we didn't have at the coast was there on the hills but the worst thing was the ice that seemed to always be just round that blind corner. Matt did alright and we completed the route within maximum lateness with only the odd little error (not helped by me missing out one of the tulips in the instructions of one section and a wrong Grid line on another). We did a total of 62 miles and the main reason for being late was the ice and, it really goes without saying, the driving inadequacies of the driver. Matt should be chuffed with how well he did because the handouts were not easy, however, Its one thing to do a training exercise but quiet another to do a proper rally where mistakes matter and you have time pressures to consider. Looking forward to his report.

Having a very poor tolerance for Alcohol (I fall over after very little - a severe lack of practice) and living far from everyone else I opted not to partake in the Clitheroe & DMC 'Manchester Targa' pub crawl, I would probably go OTL at Test 1 but I did attend the Christmas Party on the Tuesday following the 'Targa'. The Christmas Party was a great success and it was very noticeable that the numbers of youngsters attending and involved with the club was far greater than us 'Old Farts'.

The end of 2017, for me, is the Gemini 'Do' where once again Ian Davies walked away with 'The Golden Microphone Trophy' (3 on the bounce & 4 in total!). In 2018 I am not planning on competing on as many events so will be available to take on a few more 'Radio' and marshalling duties and consequently give Ian a bit of competition for the 'Golden Microphone' and sisters Tracy Smith and Amanda Baron. plus the O'Brian brothers in the SD34MSG Marshals Championship. Challenge thrown down then! (I will also be claiming ANWCC points too - it's the draw for £25 each month really - need to fund all this extra mileage somehow)

I hope Santa brought you all those goodies that you wanted and you have another enjoyable, good and hopefully successful year of Motorsport

Grumpy Old Git
Still Wittering On & On & On



NORTH WEST RACERS

With Dave Williams and Rachel Bourne

NORTHERN FORMULA FORD 1600 SHOWDOWN

The Avon Tyres Northern Formula Ford 1600 Championship concluded last Autumn with races at Anglesey and Oulton Park. The Post89 section went down to the wire with a trio of drivers in contention while in the Pre90 Class we had a very popular winner.

Anglesey

23rd & 24th September

Following an earlier showery, the track was greasy as the cars headed out on to the tarmac with Josh Smith, Luciano Carvalho and Matt Round-Garrido – the three drivers who were vying for the Post89 title – seeking to gain an early advantage by claiming pole position.

While the trio circulated and set lap times within a few tenths of each other, as the track was drying this was something of a Phoney War because pole was bound to be set in the closing stages of the session and at this time it was Smith who was quickest behind the wheel of the Oldfield Motorsport Van Diemen having made a late season switch from Myerscough College's Firman chassis.

Carvalho set the second quickest time as Round-Garrido was slowed negotiating a Pre90 car on the final corner of his best lap. Fourth fastest was the first Pre90 car in the hands of Jaap Blijleven who had been unbeaten in his class in all except two rounds this season.

The Northern series was sharing the bill with the Britcover National Formula Ford 1600 Championship and Smith took part in both. During qualifying for the latter, his car cut out. Before the first Northern race the Oldfield team changed his master switch but two corners after the red lights went out, the electrical problem re-occurred.

The Safety Car was scrambled but then Smith's car restarted after many frantic attempts to breathe life into his motor.

This left Round-Garrido and Carvalho out-front battling for the lead. The former was on a dry set-up but the latter's suspension was configured for wet conditions. The Portuguese driver was therefore the happiest when the mist that was hovering over the circuit turned to drizzle. He was able to reel-in the 2 secs gap that Round-Garrido had opened up and overtake him.

The lead swung back and forth until it looked like Carvalho had finally gained the upper-hand but brake failure caused him to crash heavily into tyre-wall at the Corkscrew. This accident brought out the red flags and Round-Garrido was declared the winner while Smith had made enough progress to claim the runner-up position with his name-sake, Rory, completing the podium.



***Post 89
Northern FF Champion
Josh Smith***



***Pre 90
Northern FF Champion
Jaap Blijleven***

Continued on Page 42

Blijleven had an entertaining time. He spun in the wet conditions handing the class lead to John Miller but he then also lost control handing the win back to the Dutchman and enabling him to claim the Northern Pre90 Championship with 3 rounds remaining.

Race 2 was controversial. Josh Smith made the best start from the outside of the front row and Round-Garrido moved across to defend his position and/or optimise his line into Target as much as possible. Smith lost control and spun, damaging his nose cone in the process. R-G and his team were adamant that Smith's gyration wasn't triggered by this manoeuvre but the stewards thought otherwise and gave out a drive-thru penalty.

Smith rejoined in ninth but he was the fastest driver out there and had worked his way up to second when Round-Garrido was called into the pits.

The penalised driver had such an advantage that he got back out of the pits in second place which he held until the end with Rory Smith once again taking third one place ahead of Carvalho who had come through from the rear of the grid after his race 1 crash despite being unhappy with his set-up.

In fifth, Blijleven notched up another Pre90 victory. He really enjoyed himself as the wet conditions enabled him to get tantalisingly close to the more modern cars.

Oulton Park

14th October

Matt Round-Garrido decided not to take part in the final meeting of the season at Oulton Park therefore the Post89 title became a showdown between Josh Smith and Luciano Carvalho.

At the end of qualifying, Smith was annoyed with himself and in allowing Carvalho to follow him around the International configuration he had inadvertently given his rival a tow which enabled the UCLAN driver to pip him to pole.

The fastest Pre90 driver was once again in the hands of Jaap Blijleven but he was looking forward to having some stiff competition in the shape of Jack Wolfenden (the National Post89 driver having a run in a 1988 Reynard tended by Myerscough College) and Calum McHale who was having his first outing of the season in his Van Diemen RF89 which his run by Wayne Poole Racing.

Smith got the jump on Carvalho at the start of race 1 but could not pull away. The two cars circulated in close company but as Smith had a 7 point advantage in the points standings after Carvalho gained 2 points for setting pole, the Portuguese driver needed to upset the status quo and overtake.

He couldn't find a way past however and indeed in the closing stages the UCLAN man had to watch his mirrors as David McArthur closed in to make it 3 for the lead in his B-M Racing Van Diemen LA10. The trio flashed past the chequered flag separated by no more than a second with David's brother, Tom McArthur, appearing 4 seconds later in fourth having started from the back of the grid after failing to set a time in qualifying.



David McArthur leads Luciano Carvalho



Jack Wolfenden and Callum McHale challenge Blijleven at Oulton Park

Blijleven lost the advantage of being the first Pre90 driver on the grid when he had to take avoid action to miss wayward the Post89 car of Neil McArthur (father of David and Tom) on the open lap. This dropped him behind Wolfenden but he was back in the class lead when Wolfenden retired halfway through the contest.

The Dutchman couldn't relax as filling his mirrors were N. McArthur and his nearest Pre90 challenger, McHale. They trio were dicing hard until the later pair collided leaving Blijleven to take a comfortable win in the end.

Race 1 had stretched Smith's points advantage at the top of the Northern Post89 standings to 12 and so Carvalho needed to win with his rival finishing well down the order. Things did not go well for the man from Portugal as Smith reached Old Hall first while he was pushed down to fourth by both of the McArthur brothers and then he was prevented from immediately responding by the appearance of the Safety Car which was scrambled due to a multi-car crash further down the order.

When the debris had been cleared, there was only time for a quartet of laps under green flag conditions. Although the McArthur boys closed in on Smith, he was able to clinch the title in the best fashion possible – with a win!

Another ending his victorious championship campaign in this fashion was Pre90 man Blijleven but he only just crossed the line ahead of Wolfenden after some desperate final corner defending. Despite their being so few racing laps, Wolfenden had come through from the back of the grid after his earlier retirement. He had overtaken 8 drivers prior to the Safety Car boards being displayed.

Report by Dave Williams,
Photos : Rachel Bourne

Inside the Industry

with Paul Gilligan

The Year Almost Gone

So 2017 draws to its close. What happened?

Well UK new car sales dropped significantly from April on. To end November YTD sales are 5% down but 11% down for the month which reflects pretty well what happened in September and October. Diesel sales a staggering 16% down for the year so far and 30% down in November alone. NOBODY predicted that a year ago.

Some weathered the storm better than others. Aston Martin are an impressive 74% up on last year, Maserati 23% and Porsche 10%. Mercedes 7% by far the best of the volume manufacturers, But Jaguar, Land Rover, Kia, Suzuki and Alfa Romeo all managed to increase sales in a declining market.

Some dreadful news amongst the losers. Remember the total market is 5% down, Honda lost 8%, Ford 9%, Lexus 10%, Mitsubishi 13%, Renault 17%, Fiat 24% and Subaru 26%. However the worst combined performance was that of the recently married PSA and GM Europe, Citroen 21% down, Peugeot 15% and Vauxhall 22%. The honeymoon period has been brief (see below).

One of the biggest news items of 2017 was the takeover of GM Europe i.e. Vauxhall and Opel by PSA i.e. Peugeot and Citroen. As GME had not made a profit this century but rather averaged losses of over a Billion Dollars a year. Therefore most industry observers were surprised when PSA paid 1.3 Billion Euros for the company earlier in 2017.

Now PSA are preparing to sue GM for 500 Million Euros because they say that GME misled them about their strategy for meeting future EU pollution targets. If these targets are not met the manufacturer (now PSA) will face annual fines totalling hundreds of millions of Euros. PSA boss Carlos Tavares has said the potential fines are big enough to bankrupt his company. The likely fine (according to PSA) is close to 1000 Euros for every Vauxhall and Opel sold in Europe from 2021. GM of course say they gave full disclosure and PSA were aware of the situation. I'm confident I'll be reporting on this one a lot in 2018, and even more confident that the guaranteed outcome is some rich lawyers becoming much richer.

Continued on Page 44

The Year To Come

So 2017 ends on a sad note for the industry. The year is dead, what about the new one? Well as I've said many times before it's a world full of optimists, if they weren't they would have chosen a different career. The official forecast is that new car sales in the UK will fall by over 5% next year against this when 2017 shows a fall of almost 5% over 2016. So in simple terms that's 10% over 2 years, a BIG number. For once I'll be less optimistic and suggest the drop will be worse. Good news for the manufacturers is that sales in Europe are strengthening so excess production will no longer have to come to the UK to the same extent. That's an optimist speaking I think! Diesel new car sales are forecast to drop another 5% (my money would say "at least"). Electrics and even more hybrids will grow rapidly. Certainly our SE England customers hardly talk about diesel these days, it's always a conversation between petrol and hybrid. Currently we have 3 customers who have either ordered or are considering a Range Rover Hybrid and you can't get one until June!

Manufacturers and dealers alike are making plans to operate in 2018 with reduced new car sales. More than a third of dealers in a recent survey said they expect to reduce staff numbers next year. VW have said they intend to reduce the number of dealers they have across Europe by 10% to cut costs and improve dealer profitability. This was quickly followed by a statement from VW UK that no cuts were planned here, but I must say this read like the football club chairman expressing 100% confidence in their manager.

Certainly all manufacturers are looking to increase their direct online sales where the dealer's role is to complete the pre delivery inspection and hand over the car for a small fee if the customer wants this service. If not the manufacturer simply delivers direct.

With everyone agreeing that new car sales will drop dealers are turning to the used car market to provide the revenue they need. The largest dealer group in the UK Sytner's bought used car supermarket chain Car Shop almost a year ago and they have now acquired another similar company Car People. In total they plan these two businesses which have a total of 9 sites will sell almost 1000 used cars a week next year.

Meanwhile the second largest UK dealer group Pendragon, who issued a severe profit warning a few months ago, has announced major changes. They are to sell their dealerships in the US and 5 in the UK, including several Jaguar Land Rover sites. Pendragon are the first dealer to say in public that the demand from manufacturers like JLR for large and very expensive showrooms don't make financial sense to the dealer.

Pendragon will use the money to reduce debt and expand its volume used car operations so they have a national network of Evans Halshaw Car Stores which they say will double their annual used car sales by 2021.

The economic weakness which is causing new car sales to drop will have a similar effect in the used market. So if these industry giants are to sell a lot more used cars that must be business taken away from the smaller independent dealers. Inevitably some of these will close leaving the customer with less choice.

Electric Charges On (!)

A forecast was recently produced saying that by 2019 more new electric and hybrid cars than diesel cars will be sold in the UK, and that by around 2025 there will be more of the electric and hybrid cars on UK roads than diesels. Meanwhile the London Taxi Company has been reborn as the London Electric Vehicle Company (LEVC). Backed by Chinese money from Geely and technology from Volvo who Geely own, not only taxis but hybrid vans will be built in "large volumes".

Tesla have received the first large order for the electric truck they launched last month, 100 units ordered by Pepsi Cola.

Toyota have committed to build at least 5.5M hybrid or pure electric car a year by 2030, which is expected to be over half its total production. The manufacturer indicated that more than a million of these cars would be either pure electric or hydrogen, therefore Toyota claim "zero emissions" conveniently forgetting as ever the emissions from generating electricity or producing hydrogen.

If You're Worried About Driverless Cars....

Rio Tinto the world's second largest mining company is increasing the conversion of its trucks used to transport iron ore at its mining facility at Pilbara Western Australia to autonomous or self driving. These monster trucks carry 360 tons (no misprint!) of iron ore so allowing for the truck itself say around 400 tons. Currently around 100 of the almost 500 trucks they use there are driverless, soon it will be 150 and before very long they think almost 100%. The closest human master oversees the operation of the trucks from an office in Perth, 650 miles from the mine.

Temperatures at Pilbura can hit 45 degrees C in the summer. Couple that with the skills required and capable drivers cost the company as much as £120,000 a year, and you need 3 of them to work shifts. Allowing for holidays, sick leave, national insurance and pension costs Rio reckon keeping each truck working costs around £500,000 a year for drivers. And the have 500 of them, that's £250M a year.

The driverless trucks work longer hours as they don't take breaks, have less accidents, less mechanical breakdowns, and use less fuel. Hard to argue against?

No Quick Profits On Ford GT

I reported a few months ago that demand for the new Ford GT far outstripped supply in spite of a price not far short of \$500,000. So much so that those who wanted one had to submit their requests to Ford Worldwide Marketing Boss Henry Ford III. If you're lucky enough to get the nod you have to sign a contract that bars you from selling the car for two years to stop buyers selling the cars on quickly for a big profit to those who failed to make the list or just don't want to wait.

One of the early buyers was an American wrestler called John Cena who apparently is just the sort of high profile sports star Ford want to be associated with. He got his car in October. Unbeknown to Ford Mr. Cena was in financial difficulties so kept the car for about 3 weeks before selling it on for a large profit. When Ford found out they immediately issued a law suit saying:

"Mr. Cena has unfairly made a large profit from the unauthorised resale of the vehicles and Ford has suffered additional damages and losses, including, but not limited to, loss of brand value, ambassador activity, and customer goodwill due to the improper sale".

Mr. Cena has accepted defeat, apologised, and promised to work with Ford to correct the situation. Just how remains unclear, especially as he's apparently short of cash. Probably Ford just want to make it crystal clear to anyone else thinking of making a fast buck?

Paul Gilligan

GVC

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07785 293222



MORE Department of Useless Information : Facts

- This year (2017) our oldest competitor was aged 81y 4m 8d (age as at 1 January 2017)
- Our youngest one was 14y 11m 10d - that is the oldest youngest one since 2010
- The difference between youngest and oldest is 66y 5m 29d
- The average age of the 245 competitors was 42y 11m 10d - so the youngest was exactly 28 years younger than the average, and the oldest was almost 40 years older.
- Back in 1983, when my records begin, the oldest was only 52y 6m 3d
- In 1987 (30 years ago) the average age was 30y 6d 8m
- The average age has been over 40 since 2009, despite a certain RDO's efforts to get all the youngsters registered !!!

Dave V. Thomas

ASSOCIATION OF NORTH-WESTERN CAR CLUBS
www.anwcc.org
REGIONAL CHAMPIONSHIPS FOR CLUB COMPETITORS
(open to members of all ANWCC member clubs)
LOGON TO THE WEBSITE FOR FULL INFORMATION

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- motordrive SERVICE, SAFETY & STYLE
- Slicks
- RED FOX PROMOTIONS www.redfoxpromotions.co.uk
- FUCHS TITAN RACE



What's happening in the quiet season?

Now it's the end of 2017 which to me seems to have flown by far too quickly for comfort one has to take stock and look back on what's happened in the past year and prepare for the things to come in 2018 and the future.

One person having decided a massive lifestyle change is in now order is one of the best-known people in not only Cumbrian motorsport but known nationally and even internationally in many different spheres, Robert Gate the owner of Gates Tyres has decided to retire.

Robert has interests in not only the massive tyre business he has developed over the last 40 or so years covering northern England and southern Scotland but is equally well known in many other roles. Successful racing driver, motorsport sponsor, collector of quality classic cars, owner of vast areas of land, pheasant shoots, golf course, wildlife enthusiast, equestrian owner (under daughter pressure I must add) and a raconteur who I understand likes the occasional tippie.

Retiring to many people means sitting in a chair, feet up and watching daytime TV however according to Roberts wife Di he is now out at 8am into his workshop clutching a tin of filler and tins of paint and working like mad on his latest "classic car". What kind of car can this be I wonder?

When you've already got several Bentleys ranging from a proper 1920s vintage one through to a brand new one with others from every decade in between, several Jags including a couple of genuine racing E Types, a Porsche 911 air cooled he's had since new in the 70s, Merc 500, Mini Cooper and others what on earth would the man who appears to have everything want?

Well this is top secret but when It's completed I will bring you more news and a few photos but in the meantime "retiring" means more days out shooting, more racing and socialising, deals still to be done but certainly not sitting with feet up watching daytime TV.

Enjoy your "retirement" Robert.

Keith Thomas



Fell Side Auto Club Ltd.

Northern Trial Saturday 17th Feb



The Northern is the first round of the ACTC Northern Regional Championship as well as being a round of their National Championship. Details of the Championships can be found on the ACTC website.

The start and finish are again at Hopes Auction on the outskirts of Wigton, this must be one of the best venues in the country.

Should you be unable to enter the trial we would really appreciate if you were able to join our team of enthusiastic and valued marshals.

MARSHALS WANTED

Contact Mike Pocock

Tel : 01228-530555

Email : mykepocock@yahoo.co.uk



Up to date information will be posted on our website

www.fellsideac.co.uk

We look forward to seeing you in February.

I went to a faith healing class the other day. It was that boring, one bloke got out of his wheelchair and walked out

Dirty Finger Nails Club

Visit the Wild Duck at Branthwaite

The "New Venue" at the Wild Duck at Branthwaite was voted a great success by everyone there and we were made very welcome by landlord Steve and his very glamorous staff,

Edwin Cooks son Richard sent word to say he couldn't make it as he was still trying to read all the contents of my recent e mails and couldn't make it before closing time. However had he known how nice the waitresses were he may have learnt to read a bit faster especially after a little dickie bird told me he got lost on the recent Mull Rally and a certain American lady had to show him" the way".

How do you go to Mull but end up on Iona ? . . . Ask Richard.

Quite a few people had meals and what great value they were but portions are huge, as I forewarned, I expect to see an increase in gym membership or a few more of our people taking up jogging to burn off tonight's calories.

A great turn out again despite some people being away down under to see families in both Australia and New Zealand, others on route to Canada and other members just very busy with Christmas



. The above photo shows about half of the people present as others were tucked around the corner and most of my gammon steak was hidden by other food that's how generous the portions are.

Does anyone know of a suitable chassis or car that would accept a 1960s Ford Zephyr engine, Mike Mansergh has a tuned engine and is looking for a suitable car into which he can put it. There is an Australian website with Buchannan's listed these would seem suitable but anything similar would be considered, Fairthorpe was suggested by Dick Smith, Buckler, Reliant and others of course would accept those engines so if you know of anything contact Mike or myself and I will pass the information on.

Lots of interest in the two trials, a number of people are planning to go to spectate at the BTRDA on 13th January

The Fellside clubs Northern trial will have our people as competitors, marshals and spectators so more on that event shortly too.

Next meeting 2nd Wed 10th January and by popular demand we will again go to the Wild Duck and decisions on future venues can be discussed then.

BTRDA®



Northern Phoenix Trials Car Club BTRDA Gold & Silver Star British Sporting Trials Final Edenhall Nr.Penrith Saturday 13th January

BTRDA will hold the prestigious Reis Motorsport Insurance Star and Silver Star Sporting Trial Finals at Edenhall, Penrith, Cumbria, CA11 8SR on Saturday 13th January 2018.(M/R 917545307)

Awards will be presented at the Awards Dinner to be held at the North Lakes Hotel & Spa, Ullswater Road, Cumbria, CA11 8QT (01768 868111) on the same evening.

A great day out for spectators, watch the best of the best perform climbs in their vehicles where many people could not even walk



Memories . . .

are made of this

Photos Courtesy of Tony North



Paul Bird 1st O/A



Bird / Richardson



Khaled Al Qassimi



Michel Saleh



MSA

Extra

THE  NEWSLETTER FOR BRITISH MOTOR SPORT

RICHARDS TO DELIVER WATKINS LECTURE AT AUTOSPORT INTERNATIONAL



David Richards CBE, MSA Chairman-elect, will deliver the Motorsport Safety Fund Watkins Lecture at Autosport International on Friday 12 January.

Named after the late F1 doctor, Professor Sid Watkins, the annual lecture aims to address safety in motor sport. Richards joins Professor Watkins and Adrian Newey as one of only three people to be invited to speak at the lecture twice in its 21-year history.

Richards last spoke at the event in 2002, after the late Richard Burns had secured the FIA World Rally Championship driver's title for the Subaru World Rally Team, which he was running at the time.

Dr Ian Roberts, Chairman of the Motorsport Safety Fund, said: "The Trustees of the Fund are delighted that David has accepted our invitation to be the guest speaker for a second time. It is particularly fitting this year with David just starting his term as Chairman of the MSA".

GOW PREPARES TO SIGN OFF AFTER 12 YEARS AS MSA CHAIRMAN



Alan Gow's 12-year tenure as MSA Chairman will come to an end on 31 December, before David Richards CBE takes over at the helm of the British governing body from 2018.

Writing in the new issue of MSA Magazine, Gow reflected on his time in the role and focused particularly on the creation of new initiatives to develop UK motor sport.

"During my tenure, the MSA's strategic direction has purposefully shifted towards the long-term growth and development of UK motorsport," he said. "This resulted in a new 'Whole Sport Plan' and the launch of various initiatives, including Go Motorsport, which was designed to promote the sport and encourage more people to get involved at grassroots level. This evolved over the years to become the club support programme that it is today – it has assisted 132 clubs this year alone."

Gow also recognised the difficulties that he has helped the MSA to overcome. "The MSA, almost constantly, faces new and hugely challenging issues relating to the sport," he said. "I am extremely proud to say that we navigated through every difficult period in a wholly committed and determined way, while continuing to offer an ever-expanding range of services to a large and highly complex set of sports with efficiency and professionalism."

In closing, he said: "Now it is time for the next chapter to begin at the MSA. I'm delighted that David Richards has been selected as my successor from 2018 and would like to take this opportunity to convey, to every person and stakeholder involved in our sport, my best wishes for a very safe and successful future."

Technical

Updates, clarification and advice

NON-LEAD-ACID BATTERIES

The MSA Technical Department wishes to draw attention to the latest published MSA rule changes, which include a new regulation covering the use of non-lead-acid batteries as the main vehicle battery, with effect from 1 January 2019.

The requirement will be for any non-lead-acid battery pack to be either a standard part for that car, or from a manufacturer registered with the MSA. This registration includes a declaration that the batteries produced by this manufacturer conform to all statutory standards such as UN38.3 and are suitable for motor sport use.

Manufacturer registration forms are available by contacting the MSA Technical Department on technical@msauk.org and competitors must ensure that the manufacturer of their battery has registered before 2019.

FHR TETHERS

Following a recent query from a competitor, the MSA Technical Department wishes to clarify that Frontal Head Restraint (FHR) tethers do not expire, providing that they are of the correct standard and remain in good condition. Both tether standards – FIA 8858-2010 and FIA 8858-2002 – are currently acceptable, with no intended withdrawal date.

The FIA safety website contains a lot of useful information, guidelines and recommendations on the fitment and use of FHRs. Please visit www.fia.com/safety.

TECHNICAL OFFICIALS LISTING ONLINE

The motor sport community is advised that Technical Officials (Scrutineers and Environmental Scrutineers) are not being listed in the MSA Yearbook from 2018. Instead, a full and up-to-date list of all Technical Officials (including Technical Commissioners and Environmental Inspectors) can be found on the MSA website at the following link: www.msauk.org/Resource-Centre/Officials

MSA APPROVAL STICKERS FOR FHRs

Competitors are reminded of 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.

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 reapplied. Stickers are available directly from scrutineers at a cost of £2.50 – the same as helmet stickers.



FIRE EXTINGUISHER INSTALLATION

The image on the left was submitted by an eagle-eyed scrutineer following a recent event.

During scrutineering, it was noticed that the fire extinguisher Bowden cable outer simply fed straight through the lower part of the lever.

This assembly would give no resistance for the Bowden inner cable to pull against and operate the lever. A correct installation is shown in the right-hand photo, where the outer cable housing positively connects to the lower lever arm using a suitable ferrule.



Regulations for consultation

To have your say on the latest proposed rule changes affecting UK motor sports, visit www.msauk.org/regulations

AUTOSPORT
INTERNATIONAL

THE RACING CAR SHOW

Autosport International 11 - 12th January

DISCOUNT FOR MSA MEMBERS

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

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

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

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

AYRES AND HAMPSHIRE WIN LATEST MARSHALS PRIZE DRAW

Mike Ayres and Dave Hampshire have been confirmed as the latest winners of the MSA's monthly marshals prize draw and will each receive a special prize in recognition of their contribution to motor sport.

Mike is a registered rally marshal from Aberdeenshire in Scotland. He wins a Red Bull Racing cap signed by F1 drivers Daniel Ricciardo and Max Verstappen.

Dave, from Dudley, marshalled on the Donegal Rally and Dayinsure Wales Rally GB for the last three years in a row. He wins six bottles of Black Lanson champagne, kindly donated by Lotus on Track Racing Drivers Club.

Every month at least one person is picked at random from the MSA's database of registered marshals.

They each win a special prize and receive a signed certificate of recognition from Rob Jones, MSA Chief Executive, on behalf of the governing body.



MSA DISTRIBUTES £472,000 REBATE TO MSA EVENT- ORGANISING CLUBS

The Motor Sports Association (MSA) will distribute its largest-ever insurance rebate of £472,000 to MSA event-organising clubs, to help boost their finances ahead of the 2018 season.

All event-organising clubs collect 'per capita' insurance fees from competitors and provide this to the MSA to cover the costs of insurance programmes. The MSA works hard to obtain the best possible insurance arrangements, and at the same time through careful risk management aims to produce a surplus over costs to make a rebate to the clubs.

The £472,000 represents 100% of the surplus from all insurance fees collected throughout the year.

Alan Gow, MSA Chairman, said: "I'm very proud that the MSA, through very prudent financial and insurance management, are able to provide this largest-ever rebate to our clubs. These funds will be in their bank accounts by the end of the year, thus providing them with some important and often-needed cash-flow particularly during the 'off-season'. It is yet further demonstration of the MSA's real commitment in looking after our clubs, who are the very foundation of our sport."

Rob Jones, MSA Chief Executive, added: "Careful management of risk means that the MSA Board has been able to agree a very substantial six-figure rebate to our event-organising clubs, who are the bedrock of UK motor sport. Through a strong partnership of organising clubs, competitors, volunteers and the MSA we have achieved the best possible insurance position in 2017 and I am delighted that we can reward our partners commitment to safety and risk management in such a significant way."

SPRINT CONTENDERS PRAISE Longton & DMC

Longton and District Motor Club received the Les Edmunds Shield for running the best events of the SBD Motorsport MSA British Spring Championship at Anglesey on 14-15 October.

The accolade was presented by SBD's Kim Broughton at the BMSA awards night in Warwickshire (18 November). The club also received an award from the Westfield Sports Car Club for running the best meeting of its series.

Longton DMC's Graham Malcolm said: "These awards are in recognition of the efforts of everyone – marshals, officials, secretarial personnel and the circuits. It is also a testament to the help of all the competitors."

MSA improves transparency of governance following strategic review

The Motor Sports Association (MSA) will make significant changes to its governance structures and processes from 2018 following detailed analysis of the recommendations of a major strategic review.

The review was carried out during 2016 to audit the functions and remit of the governing body. It centred on ten core areas of the MSA's operations, the first being Board, Structure and Governance, with an MSA Board working group established to work through the recommendations.

A key outcome from the review is the reconfirmation of the MSA Board's primacy in the governance of UK motor sport. It also recognised that the Board is ultimately accountable for all decisions that are taken on its behalf by Motor Sports Council, the sport's rule-making body. Therefore, from 2018 the Chairman of Motor Sports Council will recommend all rule changes to the MSA Board, which will then be responsible for their ratification.

There will be further changes implemented from 2018, with the major ones as follows:

- The Executive Committee of Motor Sports Council will cease to appoint members to the Specialist Committees representing the various disciplines of motor sport. Instead, the Committees themselves will select new members from the nominations submitted following advertised vacancies. Retiring members will not have a vote, however the MSA will retain a right of veto.
- Specialist Committee Chairmen will be elected directly by their Committee members.
- All Specialist Committee and Board appointments will be subject to a maximum tenure of three terms of three years.
- All six Advisory Panels (Safety; Technical; Judicial; Timekeeping; Medical; Volunteer Officials) will become full Specialist Committees of Motor Sports Council.
- There will be an Annual General Assembly, inviting stakeholders including clubs, promoters, venue operators and sponsors for their input.
- Six new National Committees will be established to represent each country – three for England (north, central and south) and one each for Northern Ireland, Scotland and Wales. Each will include representatives from circuit racing; stage rallying; speed; karting; off-road & grassroots; venue operators and promoters.
- The Chairman of each National Committee will be nominated as a Member of the MSA. This will thus broaden the voting Membership of the company, which currently comprises the members of Motor Sports Council and nominees of the Royal Automobile Club.
- The Regional Committee will meet two times per year, rather than the current three.

The Executive Committee will be renamed the Management Committee of Motor Sports Council. Its scope will be refocused to dealing only with urgent matters that cannot wait for a Council or relevant committee meeting. It will meet only as required by its Chairman.

Alan Gow, MSA Chairman, said: "The Strategic Review incorporated many aspects of the MSA's operations - bringing into focus some important and fundamental changes both necessary and desirable for a more streamlined and transparent governance structure. These will be implemented during the course of 2018, with some various details to be worked through before then.

"I would like to thank the Board of the MSA and the Executive for handling the additional workload that this wide-ranging operational review entailed, with great enthusiasm and dedication. I'm very pleased and proud to be able to sign-off my Chairmanship with this, having now taken the company through this vigorous process and committed it to these changes for the great future of the MSA and the sport."

JLT MSA Club and Volunteer of the Year Awards 2017

JLT MSA Club of the Year Awards 2017

First Overall Southsea Motor Club

Second Place	Ballynahinch & District Motor Club
Third Place	East Ayrshire Car Club
Highly Commended	Vintage Sports-Car Club

JLT MSA Volunteer of the Year Awards 2017

JLT MSA Volunteer of the Year 2017

Barry Arundell Omagh MC

Clerk of the Course/Steward Category

First Place Jonathan Millar

Second Place Malcolm Johnston

Highly Commended Adrienne Watson

Marshals Category

First Place Brian Wilson

Second Place Karen Spencer

Highly Commended Ray Edge

Highly Commended Maurice Ellison

Medical/Rescue/Recovery/Safety Category

First Place Colin Whitter

Technical Officials Category

First Place Sue Bateman

Second Place Mary Spiller

Third Place Keith Marchment

Other Category

First Place Howard Joynt

Highly Commended Mick Barrett

Highly Commended Ken Christopher

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

27th January 2018

MARSHAL TRAINING : Warrington

Follow the link below to register

<https://form.jotformeu.com/janb/northwest>

To Book Your Place On 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.brmmc.org.uk



www.volunteersinmotorsport.co.uk



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THREE SISTERS RACE CIRCUIT ANNOUNCES NEW CAPITAL INVESTMENT

Motorsport Circuit Management Ltd ("MCM") the operator of Three Sisters Circuit announces today that it has committed to spend £210,000 on the complete resurfacing of the race track in Wigan and a further £60,000 on associated circuit safety works, as well as committing £53,000 to a new fleet of Cadet and Junior Karts for 8 to 15 year olds. This investment sees the complete upgrade to the track itself, and the creation of a small Bambino circuit for 6 to 7 year olds for use in the summer and separate circuits for 8 to 16 year olds.

Commenting on this investment the company's new CEO Bill Sisley said: "I am delighted to have secured this investment which marks the start of the restoration of this famous venue. I've come out of retirement, after a life-long career in operating motorsport circuits, and my aim, along with the new Management team who also have many years' experience, is to make Three Sisters "the jewel of the north" again. I am looking forward to working closely with the local community and Wigan Borough Council to develop the Circuit to its full potential and expand the karting activities available at the circuit. Weather permitting the asphalt contractors will be on site on 8 January 2018".

The Circuit will therefore be closed from 8th January 2018 for period of [15] days.

MSA STATEMENT REGARDING FATAL INCIDENT ON LOCO 2 STAGES

The Motor Sports Association (MSA) regrets that two competitors have lost their lives as the result of an accident on the Loco 2 Stages rally today (29 December 2017).

The Loco 2 Stages is a single-venue stage rally held at Bramley Camp in Hampshire. The competitors who have tragically died were the driver and co-driver of one car. Their next of kin have been informed.

As with all serious incidents in or around UK motor sport, the MSA is now working with the event-organising club and the police to establish precisely what happened on this occasion.

The MSA sends its sincere condolences to the family and friends of the deceased crew.

The MSA will be making no further statement at this time.

More TRAINING Dates

21st July

Timing

J4, Darwen Services, M65

18th August

Fire Training

J4, Darwen Services, M65

1st December

1st on Scene

J4, Darwen Services, M65

**To Book Your Place On
Training Sessions**

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

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

Or email Tracy Smith
tracey.ams@hotmail.com

Or phone (Jon Aston) 0333 0022 510



Championship Standings

In Brief (top 5 only)
Updated 29th November

Road Rally : Provisional Final Results

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

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

Stage Rally : Provisional Final Results

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

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

Stage Rally (Forest) : Provisional Final Results

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

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

Autotest: After R 14 : Provisional Final Results

O/A	Driver	Club	Points
1	Colin Morton	Knutsford	193
2	Dafydd Roberts	C&A	172
3	Dave Goodlad	Knutsford	142
4	Duncan Wild	Knutsford	128
5	Steve Johnson	U17MC	115

PCA : After R 24 : Provisional Final Results

O/A	Driver	Club	Points
1	James Robinson	U17MC NW	159
2	Hazel Johnson	U17MC NW	76
3	Luke Girvin	U17MC NW	60
4	Matthew Nicholls	Bolton	57
5	Ben Jones	C & A	38

AutoSOLO After R 13 : Provisional Final Results

O/A	Driver	Club	Points
1	Neil Jones	Bala	240
2	Andy Williams	U17MC NW	228
3	Stephen Mather	Bolton	220
4	Stephen Kennel	Clitheroe	217
5	James Williams	U17MC NW	199

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	Warscop Stages	N Humberside MC
Apr 8	Lookout Stages	Trackrod MC
Apr 15	SMC Stages	Stockport 061 MC
Apr 28	Horiba D'Isis	Quinton MC
May 6	Harlech Stages	Harlech & DMC
May 11/12	Manx National/Chris Kelly	Manx AS
May 13	John Overend	North Humberside MC
May 13	Cetus Stages	Wigan & DMC
May 27	Frank Williams Memorial	Rhyl & DMC
Jun 10	Keith Frecker Mem	Blackpool SSMC
Jul 1	Enville Stages	Warrington & DMC
Jul 22	Twyford Stages	Mid-Derbyshire MC
Aug 12	Gareth Hall Memorial	Bala & DMC
Aug 26	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
Nov 2/3	Neil Howard	Bolton-le-Moors CC
Nov 9/10	Pokerstars Rally	Manx AS
Nov 18	Cadwell Stages	North Humberside MC
Nov 24	Hall Trophy	Clitheroe & DMC
Nov 24/25	Glyn Memorial	Caerns & Anglesey MC

NORTH WALES STAGE RALLY CHALLENGE

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

FOREST STAGE CHAMPIONSHIP

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

ROAD & NAVIGATION RALLY CHAMPIONSHIP

Jan 27/28	Rali Mike Darowen	Dovey Valley MC
Feb 10/11	Rali Gogledd	Rhyl & DMC
Feb 24/25	John Robson	Hexham & DMC
Mar 17/18	Rali Llyn	Harlech & DMC
Mar 24/25	Primrose Trophy	Clitheroe & DMC
Apr 14/15	Kick Rally Derbyshire	Matlock MC
Apr 28/29	Night Owl	Aberystwyth & DMC
Jun 9/10	Eagle Rally	Newtown & DAC
Jun 16/17	GP Memorial	Garstang & Preston MC
Jun 23/24	PK Memorial	Bala & DMC
Jul 28/29	Morecambe Rally	Morecambe CC
Aug 11/12	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 13/14	Winter Challenge	North Wales CC
Oct 27/28	Cilwendeg	Teifi Valley MC
Nov 3/4	Powys Lanes	Epynt MC

Nov 3/4 Darsport

Matlock MC

NORTH WALES ROAD RALLY CHALLENGE

Jan 27/28	Rali Mike Darowen	Dovey Valley MC
Feb 10/11	Rali Gogledd	Rhyl & DMC
Mar 17/18	Rali Llyn	Harlech & DMC
Apr 28/29	Night Owl	Aberystwyth & DMC
Jun 23/24	PK Memorial	Bala & DMC
Sep 15/16	Rali Môn	Caerns & Anglesey MC
Sep 29/30	Rali Bro Cader	Harlech & DMC
Oct 13/14	Winter Challenge	North Wales CC

HISTORIC ROAD CHAMPIONSHIP

Feb 24/25	Hexham Historic	Hexham & DMC
Mar 3	Tour of Cheshire	Knutsford & DMC
Apr 15	Jubilee Classic	Ilkley & DMC
Aug 12	St Wilfrid's	Ripon MSC
Sep 1	Tour of Chwyd	Chwyd Vale MC
Oct 20	Devil's Own	Kirkby Lonsdale MC

TARGA EVENTS - Not a Championship!

May 12	061 Targa (CM)	Stockport 061 MC
May 20	Targa Rally	Caerns & Anglesey MC
Jun 3	Targa Rally	Ilkley & DMC
Jun 24	Targa (CM)	Teifi Valley MC
Jul 7	Targa (CM)	Dovey Valley MC
Jul 15	Holrus Targa (CM)	Newtown & DAC
Jul 15	Northern Dales (NB)	Hexham & DMC
Jul 29	Targa Tracks (CM)	116 CC
Sep 8	Targa (NB)	Knutsford & DMC

AUTOTEST CHAMPIONSHIP

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

PROD'N CAR AUTOTEST CHAMPIONSHIP

Note some will be Clubman status

Jan 21	January PCA	Caerns & Ang MC
Jan 28	New Year PCA	Bala & DMC
Jan 28	New Year PCA	Knutsford & DMC
Feb 17	PCA	Under 17 MC NW
Feb 18	PCA	Accrington MSC/CSMA NW
Mar 4	Wern Ddu	Warrington & DMC
Apr 1	April Fool PCA	Rhyl & DMC
Apr 8	Easter PCA	Bala & DMC
Apr 15	Wern Ddu	Warrington & DMC
May 20	PCA	CSMA NW
May 20	Happy Landings PCA	Owen MC
May 26	Wern Ddu	Warrington & DMC
Jun 10	Aberconwy	North Wales CC
Jun 24	PCA	CSMA NW
Jul 15	Blew Moch PCA	Bala & DMC
Jul 15	PCA	Rhyl & DMC
Jul 21/22	PCA	Under 17 MC NW
Aug 18/19	PCA	Under 17 MC NW
Sep 15/16	Event City	Under 17 MC NW
Sep 16	Wern Ddu	Warrington & DMC
Oct 14	Bright Sparks PCA	Owen MC

Oct 14	Ranges PCA	Bala & DMC
Oct 21	Wern Ddu	Warrington & DMC
Nov 11	Production Car Autotest	Rhyl & DMC
Dec 1/2	PCA	Accrington MSC
Dec 2	Wern Ddu	Warrington & DMC

AUTOSOLO CHAMPIONSHIP

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

CAR TRIALS CHAMPIONSHIP

Apr 8	Trial	Caerns & Anglesey MC
May 26	Derwydd Trial	Bala & DMC
Jun 3	Rob Roberts Trial	Caerns & Ang MC
Jun 10	Wyre Forest	Kidderminster MCC
Jul 21	Cymru	North Wales CC
Jul 22	HCC Wales	Chwyd Vale MC
Jul 29	Filtrate Trophy	Ilkley & DMC
Sep 2	Ernest Owen Trial	Owen MC
Sep 9	Gaby Mohr	Wolv & South Staffs CC
Sep 22	Disgarth Trial	Bala & DMC
Oct 7	Yorkshire Post	Ilkley & DMC

SPRINT CHAMPIONSHIP

Apr 7/8	Anglesey Sprint	Longton & DMC
Apr 28	Aintree Spring Sprint	Liverpool MC
May 5/6	Anglesey Sprint	MGCC North-West
May 19/20	Blyton Sprint	Longton & DMC
May 28	Keith Pattison Blyton	Huddersfield MC
Jun 10	Graham Hill Sprint	Owen MC
Jun 3	Silverstone Sprint	MGCC North-West
Jun 17	Three Sisters	Longton & DMC
Jun 30	Aintree Summer Sprint	Liverpool MC
Jul 29	Three Sisters	Longton & DMC
Aug 11/12	Blyton Sprint	Longton & DMC
Aug 12	Curborough	Mid-Cheshire MRC
Sep 1	Aintree Autumn Sprint	Liverpool MC
Sep 2	Three Sisters	Longton & DMC
Sep 8/9	Anglesey Sprint	MGCC North-West
Oct 6	Anglesey Nat Sprint	Longton & DMC
Oct 7	Anglesey Int Sprint	Longton & DMC

HILLCLIMB CHAMPIONSHIP

Apr 14/15	Loton Hillclimb	Hagley & DLCC
May 20	Scammonden	MGCC North-West
Jun 9	Barbon Hillclimb	Liverpool MC
Jul 7	Barbon Hillclimb	Liverpool MC
Jul 22	Scammonden	Mid-Cheshire MRC
Aug 4/5	Loton Hillclimb	Hagley & DLCC
Aug 18	Scammonden	Pendle DMC

FULL CHAMPIONSHIP REGS ON WEBSITE

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.

ASSOCIATION OF NORTH-WESTERN CAR CLUBS

STAGE RALLY

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

NW STAGE CHALLENGE

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

FOREST RALLY

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

ROAD RALLY

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

NW ROAD CHALLENGE

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

HISTORIC ROAD

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

AUTOTEST

Driver – Expert
Driver – Novice

PROD CAR AUTOTEST

AUTOSOLO

Driver – Expert
Driver – Novice

TRIALS

Driver – Expert
Driver – Novice

SPRINTS

Driver – Expert
Driver – Novice

HILLCLIMBS

Driver – Expert
Driver – Novice

Please register me for the ANWCC Championships 2018

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

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

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

☐

Signature

Fees:

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

One Fee of £18 gives entry ALL the Championships!
(please include voluntary donation to the ANWCC Marshals Fund)
Ladies & Allrounders Championships are automatically included.
Please make cheques payable to "ANWCC" and send with completed form to Dave Thomas, 11 Maes Canol, Llandudno Junction, LL31 9UX ... or PAYMENT CAN BE MADE BY BACS (see over) and e-mail completed form

For official use only:

Rec'd Paid (F) (M) How

18/

www.anwcc.org

See Notes on Page 57

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

Forms can also be downloaded from our website.

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

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

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

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

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

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

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

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

Under 17-year-olds may register for FREE.

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

NOTES:

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

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

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

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

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

Keep checking our website for up-to-date information

www.anwcc.org

Thank you for registering!

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

A TARGA CHALLENGE

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

Chelmsford Motor Club

Corbeau Seats Rally

Sunday 22nd April 2018

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

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

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

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

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

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

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

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



2017 AWARDS PRESENTATION

Saturday February 3rd

**Hallmark Hotel
(formerly known as The Belfry),
Stanley Road,
Handforth,
Wilmslow,
Cheshire, SK9 3LD**

**Tickets available from
Dave Thomas : anwcc@talktalk.net**

Rhyl & DMC RALI GOGLEDD CYMRU

10 & 11 February 2018



Maps 116 and 117 with straight forward pre-plot navigation in standard section format.

The route offers a complete change from previous years with the event moving to use some areas on Map 117, which haven't been covered on this event since the late nineties. It also offers approximately 95 miles of challenging route with one section over 12 miles long.

The route will use 100% tarmac roads with the exception of 3 metre controls.

Event Regulations will be published online in the first week of January.

Club Website : www.rhyldmc.co.uk

The event will be rounds of the : -

- SD34 Road Rally Championship
- ANWCC Road Rally Championship
- Sbardun North Wales Road Rally Championship
- Glynne Edwards Memorial Championship

We look forward to receiving your entry

Pro-Rally.co.uk

1



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07771 76 86 59 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto



www.pro-rally.co.uk

Clitheroe & DMC Jack Neal Stages Rally

Blyton Park

10th February 2018

Regs : Early in the New Year

www.clitheroedmc.co.uk

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

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RYEMOOR TROPHY RALLY

20/21st January

Welcome to the Ryemoor Trophy, once again running as a National B Rally as part of the ANCC, ANEMMC and SD34 Road Rally Championships, for which we are proud to be associated.

We are pleased to have Malton Laser as the title sponsor for the third consecutive year and the organisers would like to extend their gratitude to Charles Corner and his company for supporting the event.

To keep the event fresh and exciting this year the route will start with a series of "Special Tests" on closed, MOD land. These will give crews a chance to test their skills against the clock on a mixture of tarmac, gravel, broken concrete, mud and grass away from the public road. This will be followed by 150 miles of proper night rallying in the Yorkshire lanes.

The organising team is made up of experienced road rally competitors with the aim to put on a high quality route without car breaking whites, although a sump guard is as always recommended for the more flamboyant drivers, but by no means essential.

The navigation will be simple plot and bash that is not designed to catch crews out so there is no reason why all crews shouldn't be able to complete the route. Route instructions will in the main part take the form of grid references, map features, tulips and heringbones on maps 100 & 106

We hope you all have an enjoyable night's sport.

REGS :

<http://maltonmc.co.uk/ryemoor-trophy-rally/>

MARSHALS WANTED

Please phone Dave Cobley
on 01904 761520

or mobile 07968 269162

Email on marshals@maltonmc.co.uk



ADGESPEED

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

Telephone

Unit : 0161 777 9949

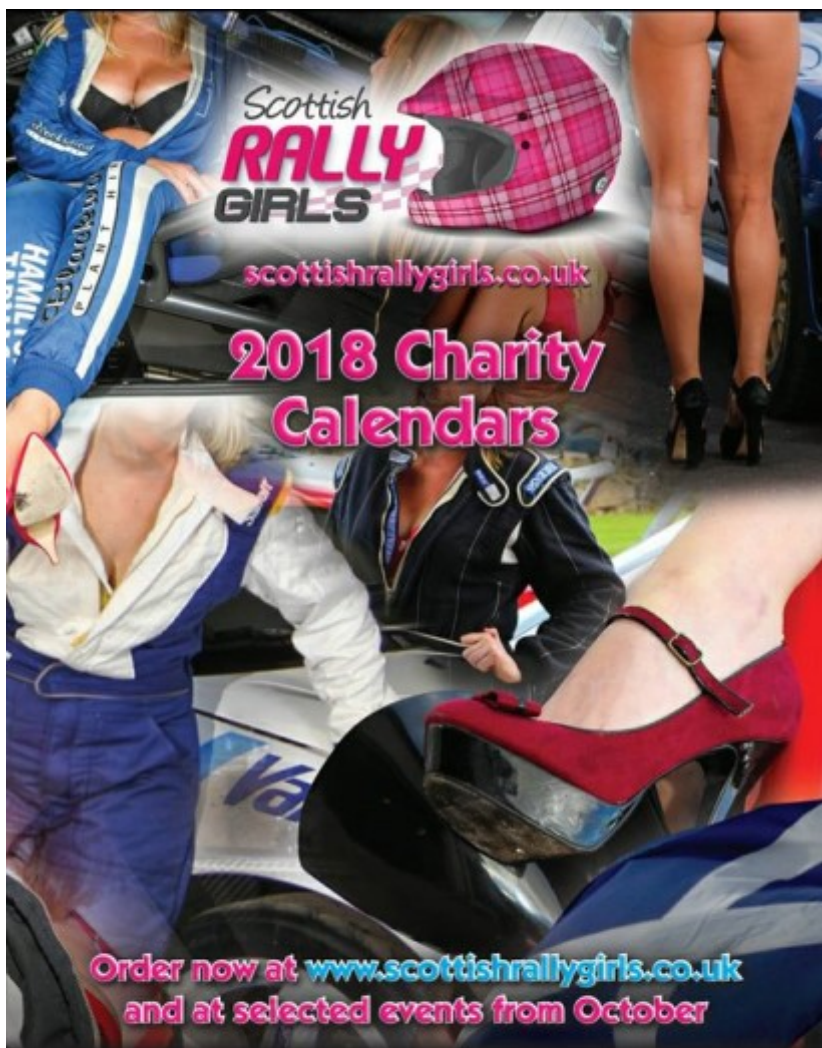
Mobile : 07960 964069

Fax : 0161 777 9948

E-Mail : sales@adgespeed.co.uk



2018 Scottish Rally Girls Calendar



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Like us on **Scottish Rally Girls**

www.scottishrallygirls.co.uk

Lincoln MC&CC
Bruce Robinson Rally
10th February 2018

The 2018 Bruce Robinson road rally is sponsored by vauxcare.

This year we have 140 of Road miles with 6 special tests totalling 20 miles with the same format as last year - simple navigation.

Regs :

www.lincolnmotorsport.co.uk/
Marshal Required

If any one is willing to come out and marshal please contact Alan Jackson via email : Metromug@msn.com or phone 07758 851051

The Stocktonian Targa Rally

Saturday 9th June 2018

The Stocktonian Targa Rally will be back in 2018.

New venue all gravel tests running on Saturday 9th June 2018 more details to follow early in the new year...but for now I can confirm we will have at least 22miles of test

Steve Waggett (Clerk of Course)

'A Vintage Year - 2017' **by Peter McFadyen** is now available.

This hardback book has 82 pages and over 200 photographs taken at events which I have photographed over the last twelve months. It also includes abridged reports of several of the events which originally appeared in *The Automobile* magazine.



www.petermcfadyen.co.uk/#/page/books/

Jack Frost Stages Rally

Croft Circuit

Sunday 21st January 2018



The 19th annual running of the event will again comprise up to eight stages totalling around 40 stage miles on the asphalt of the North East's only permanent racetrack and is a qualifying round of a number of local championships.

With typically fast and flowing stages around the racetrack and perimeter roads, the event usually attracts a capacity 90-car entry and is expected to fill quickly once entries open with many leading drivers, including last year's winners from nearby Northallerton, Graeme Bell and Russ Radford, tackling the wintry conditions which usually prevail.

The maximum entry is 90 cars with the minimum being 65 where the first 80 will be accepted upon receipt and payment, with a further ten being allocated at the organiser's discretion.

Details regarding the event can be found at

www.rallies.info/webentry/2018/jackfrost/webentry.php

manx auto sport

HAYDN MINAL Memorial Stages

2nd/3rd March

As we head into the New Year we look towards the first event of the year. The Haydn Minay Memorial Rally is due to take place on the first weekend of March.

We would be grateful if anyone who is willing to help with organising or being part of the forest prep please come along to the Grandstand on Thursday 14th December at 7pm.

We would like to thank all of our volunteers through 2017 as without all of you we couldn't make these events happen and we hope to see all of you again in 2018.



Pirelli Rally

28th April & 28th April 2018.

Team JJ Marshal's Club have been asked to run two stages on the 2018 Pirelli Rally based in Kielder Forest, Neville Simmons and Dan Orme will be working together to fulfil the role of the Stage Commanders.

The event will be a round of the British Rally Championship, Mintex MSA British Historic Rally Championship, Motorscope Northern Historic Rally Championship and S G Petch ANECCC Stage Rally Championship.

The organising team looked at the cost of taking a part in the event in 2017 for all (competitors, marshals and officials) and for that reason they are trailing a new format for 2018. This will be a one day 85 stage mile rally, with all

servicing taking place in the Kielder Valley. They feel it will in no way reduce the challenge of the rally and make for an exciting, action-packed day. There will be three passes of the cars, a historic classes event then two runs of the combined National & International classes.

The details are still being finalised, however the information currently available is:

Stage name: Pundershaw SS 1 & SS 5

Stage Commander: Dan Orme

Stage to run: Saturday 28th April 2018

Stage length: approximately 8 miles

Cars Due: Historic 08.53, BRC 11.58 & 14.59

Sign on: approximately 6.15am to 7.15am

Access to stage via Whygate

Map ref: Map 87 / 772760

GPS: 55°04'41.4"N 2°21'28.0"W

Street View: [http://streetmap.co.uk/map.srf?](http://streetmap.co.uk/map.srf?X=377241&Y=576035&A=Y&Z=120)

[X=377241&Y=576035&A=Y&Z=120](http://streetmap.co.uk/map.srf?X=377241&Y=576035&A=Y&Z=120)

Sign on (Stage Start) Map Ref: Map 87 / 747797

GPS: 55°06'41.3"N 2°23'54.8"W

Street view: [http://streetmap.co.uk/map.srf?](http://streetmap.co.uk/map.srf?X=374643&Y=579748&A=Y&Z=120)

[X=374643&Y=579748&A=Y&Z=120](http://streetmap.co.uk/map.srf?X=374643&Y=579748&A=Y&Z=120)

Stage name: Roughside SS 2 & SS 6

Stage Commander: Neville Simmons

Stage to run: Saturday 28th April 2018

Stage length: approximately 8 miles

Cars Due: Historic 9.18, BRC 12.23 & 15.24

Sign on: approximately 6.30am to 7.30am

Access to stage via the Bower entrance.

Map ref: Map 80 / 782851

GPS: 55°09'34.5"N 2°20'32.9"W

Street View: [http://streetmap.co.uk/map.srf?](http://streetmap.co.uk/map.srf?X=378261&Y=585079&A=Y&Z=120)

[X=378261&Y=585079&A=Y&Z=120](http://streetmap.co.uk/map.srf?X=378261&Y=585079&A=Y&Z=120)

Sign on at Post 5

Map Ref: Map 80 / 748827

GPS: 55°08'18.1"N 2°23'42.3"W

Street view: [http://streetmap.co.uk/map.srf?](http://streetmap.co.uk/map.srf?X=374882&Y=582727&A=Y&Z=120)

[X=374882&Y=582727&A=Y&Z=120](http://streetmap.co.uk/map.srf?X=374882&Y=582727&A=Y&Z=120)

We are looking for marshals of all disciplines and invite you to join the team at your chosen stage

Further details will be provided once they are available nearer to the event.

Neville Simmons will be responsible for initially collating the responses from you and we would be grateful if you could contact by email as soon as possible neville.simmons@live.co.uk if you are available to assist. Please advise of your preferred role on your chosen stage, or if you are happy to be deployed on either stage depending on staffing requirements.

As you may be aware from 2017 onwards stage personnel need to be MSA accredited to marshal independently on a stage rally, therefore can you please advise us of your MSA number. Non accredited marshals are still very welcome but will be required to be buddied with an accredited marshal.

Your help will be much appreciated.

John Robson & Hexham Historic Rallies

24/25th February 2018

Well it's nearly time to get the regulations out, so I thought I'd get everyone some advanced warning!

Myself and Ali Proctor will once again be organising the rally. With this being our second year at it we hope to learn from this year and make the 2018 event even better!

I can confirm we will be in the ANWCC, SD34 and ANCC Championship.

The route will be longer (Circa 150 miles)

We are working on more forestry, and there will be very few 'white' roads, as we understand the 2017 event may have been a bit rough for some people, especially for the historics.

We are working on a much more detailed and faster results service.

Lastly we still hope to have the first car back at just after 2am. So a nice early finish for people travelling a long distance!

Regs will hopefully be live before Christmas!

Jonathon Webb
Clerk Of the Course

Notes for Contributors to Spotlight How to Write Good

1. **Avoid Alliteration.** Always
2. **Prepositions are not words to end sentences with.**
3. **Avoid clichés like the plague.** They're old hat.
4. **Comparisons are as bad as clichés.**
5. **Be more or less specific.**
6. **Writers should never generalize**
7. **Be consistent!**
8. **Don't be redundant; don't use more words than necessary; its highly superfluous.**
9. **Who needs rhetorical questions?**
10. **Exaggeration is a billion times worse than understatement**

Acknowledgements

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

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

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

A Special mention of gratitude to
**ALL THOSE CLUBS AND PEOPLE
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Jokes, Photographs, Information, reports etc

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(& my complaints manager)

Les Fragle

& if I have left you out of the above credits,
Sorry and PLEASE tell me

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

SD34MSG AGM

**Wednesday
17th January 2018**

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

ANCC

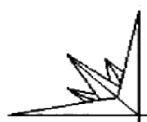


Monday 15th January

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout, Junc 26 of the M62

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

**Monday February 12th
AGM**

8.00pm

The Windmill

Just off M6 Junc 19

Chester Rd., Knutsford, WA16 0HW

www.anwcc.org

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

**Deadline for copy
for the February edition is**

Monday the 29th of January
which is due out on

Wednesday the 31st January

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