

February spotlight 2018



www.sd34msg.org.uk

Volume 9 : Issue 2 : February 2018 : Maurice Ellison

Chairman's Chat

I would like to welcome Longton & District MC which has re-joined the Group at the start of the year. The club was one of the founder member clubs when the Group was formed in 1964 so it is good to see their return. It specialises on sprints so we will see more rounds in the Sprint and Hillclimb Championship which is growing since it was dropped a few years ago due to the lack of championship contenders.

Our season has now commenced with both a Non Race/Rally and Road Rally Championship event plus the first MSA Training Days but it's a long way to go so don't forget to register for the Championships. Just £5 gives you entrance to all the discipline championships plus the Individual Championship and gets your club points in the Inter-club League, it's free to compete in the Marshals Championship so get a registration form completed (copy available within) and hand over your £5.

Just another that the Awards Presentation Evening for the 2017 Championships will be held at Blackburn Rugby Club on Friday 2nd March with tickets at just £5.

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

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SD34MSG

Member Clubs & Contact Details

Accrington MSC

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

Airedale & Pennine MCC

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

Blackpool South Shore MC

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

Bolton-le-Moors MC

Contact : Jack Mather
Email : jackmather95@hotmail.co.uk
Website : http://blmcc.co.uk/

CSMA (NW)

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

Clitheroe & DMC

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

Garstang & Preston MC

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

High Moor MC

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

Hexham & DMC

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

Knowldale CC

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

Lightning MSC

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

Lancashire A.C.

Contact : Chris Lee
Email : info@lancsaclub.co.uk
Tel. : 07831-124417
Website : www.lancsaclub.co.uk

Longton & DMC

Contact : Paul Tipping
Email : paul.tipping@uwclub.net
Website : www.longton-dmc.co.uk

Liverpool MC

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

Manx AS

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

Matlock MC

Contact : Garry Evans
Email : garrydotevans@hotmail.co.uk
Website : www.matlockmotorclub.co.uk2

Mull CC

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

Pendle & DMC

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

Preston MC

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

U17MC-NW

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

Stockport061MC

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

Wallasey MC

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

Warrington & DMC

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

Wigan & DMC

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

2300 Club

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





MOTOR SPORT GROUP

Contacts

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



Comprising the following 10 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Garstang & Preston MC
www.gpmc.co.uk

Website : www.nwstages.co.uk

Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING in 'SPOTLIGHT'

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

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

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**All advertising revenue helps to fund SD34MSG
Contact either Les Fragle, Maurice Ellison
or Steve Johnson for more details**

Steve Johnson

07718 051 882 steve.amsc@gmail.com

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

Maurice Ellison 07788-723721 sd34news@gmail.com

WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

2018 SD34MSG Inter-Club League

| Division A | | Position | |
|--------------------------|--------|----------|-----|
| Club | Points | Div | O/A |
| Clitheroe & DMC | | | |
| U17MC-NW | | | |
| Garstang & Preston MC | | | |
| Bolton-le-Moors CC | | | |
| Liverpool MC | | | |
| Preston MC | | | |
| Warrington & DMC | | | |
| Wigan & DMC | | | |
| Division B | | Position | |
| Club | Points | Div | O/A |
| Blackpool South Shore MC | | | |
| Stockport061 MC | | | |
| Accrington MSC | | | |
| Airedale & Pennine MCC | | | |
| Matlock MC | | | |
| Pendle & DMC | | | |
| Wallasey MC | | | |
| Manx AS | | | |
| Division C | | Position | |
| Club | Points | Div | O/A |
| Mull CC | | | |
| Longton & DMC | | | |
| Knowldale CC | | | |
| Hexham & DMC | | | |
| CSMA (NW) | | | |
| Lightning MSC | | | |
| High Moor MC | | | |
| Lancashire A.C. | | | |
| 2300 | | | |
| Motor Sport North West | | | |
| Waiting for Results | | | |

MARSHALS CHAMPIONSHIP

O/A Marshal

Points

Club

Q

Individual Championship

O/A Competitor pts Q Club

Stage Rally Championship

O/A Driver Class Pts Club Q

O/A Co-Driver Class Pts Club Q

Sprint & Hillclimb Championship

O/A Competitor Score Class Club

Non Race/Rally Championship

| O/A | | Class | Score | Club |
|-----|----------------|-------|-------|-------|
| 1 | Ben Holmes | A | 10.40 | CDMC |
| 2 | Lauren Crook | C | 10.02 | U17MC |
| 3 | Jason Crook | E | 9.80 | U17MC |
| 4 | Warren Nichols | A | 9.73 | BLMCC |
| 5 | Stephen Holmes | A | 9.71 | CDMC |
| 6 | Andy Williams | A | 9.65 | U17MC |

Following Rock & Heifer PCA 7th January

U18 Championship

O/A pts Club

2018 Road Rally Championship

| O/A | Driver | Class | Pts | Club | Rds | Q |
|-----|----------------|-------|-----|-------|-----|---|
| 1 | Matt Flynn | E | 10 | CDMC | 1 | |
| 2 | Dan Sedgwick | E | 9 | CDMC | 1 | |
| 3 | James Taylor | E | 8 | CDMC | 1 | |
| 4 | Tiny Harrison | E | 7 | CDMC | 1 | |
| 5 | Mark Johnson | E | 6 | CDMC | 1 | |
| 6 | Stephen Holmes | N | 5 | CDMC | 1 | |
| 7 | Steve Flynn | S/E | 4 | CDMC | 1 | |
| 8 | Chris Hewlett | N | 3 | CDMC | 1 | |
| 9 | Ian Swallow | N | 2 | BLMCC | 1 | |
| 10 | Dononic McTear | E | 0 | CDMC | 0 | |

| O/A | Navigator | Class | Pts | Club | Rds | Q |
|-----|----------------|-------|-----|-------|-----|---|
| 1 | Rob Jones | E | 10 | CDMC | 1 | |
| 2 | Sam Ambler | E | 9 | CDMC | 1 | |
| 3 | Ian Graham | E | 8 | CDMC | 1 | |
| 4 | Matt Broadbent | E | 7 | CDMC | 1 | |
| 5 | Stephen Butler | E | 6 | CDMC | 1 | |
| 6 | Ben Holmes | N | 5 | CDMC | 1 | |
| 7 | Grace Pedley | N | 4 | CDMC | 1 | |
| 8 | Matt Hewlett | N | 3 | CDMC | 1 | |
| 9 | James Swallow | N | 2 | BLMCC | 1 | |

Results following R1

*Ryemoor Trophy : 20/21st January
Updated 29th January*

*It is now that time of year for the
SD34MSG Road Rally Competitors
to vote for*

***'The Best SD34MSG
Road Rally Round of
2017'***

send Your Vote to :-

steven.butler9@btinternet.com

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



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



2018 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

Please tick this box if you are under 18.

☐

If ticked then parent/
Guardians section must
be completed

NAME
ADDRESS
..... P'CODE

TEL NO Home..... Mobile

E-MAIL ADDRESS

SD34 NOMINATED CLUB (one club only)

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

SIGNATURE DATE

Parent/Guardian Information Name

Parent Signature DATE

(If different to above) Address

Post Code e-mail

Tel No Home Mobile

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

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

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

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

CLASSES

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

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

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

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

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

Non Rally 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).

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

Hillclimb 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**

SD34 Motor Sport Group Calendar 2018

| Date | Discipline | League | Club | Title | Venue - Notes |
|-------------|---------------|--------|-------------------|-------------------------------------|-------------------------------|
| 10-Feb | Stage Rally | Yes | Clitheroe & DMC | Jack Neal Memorial Rally | Blyton Park, Lincs |
| 10/11 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 |
| 24/25-Feb | Road Rally | Yes | Hexham & Dist MC | John Robson Rally | Northumberland |
| 02/03-Mar | Stage Rally | Yes | Manx Auto Sport | Haydn Minay Forest Rally | Isle of Man |
| 4-Mar | 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 |
| 25-Mar | PCA | Yes | Warrington & DMC | Warrington DMC PCA 1 | Wern Ddu, Ruthin |
| 7 & 8 - Apr | Sprint | Yes | Longton & DMC | Sprint | Anglesey |
| 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 | Stage Rally | Yes | Stockport 061 MC | SMC Stages | Anglesey Circuit, North Wales |
| 22-Apr | PCA | Yes | Warrington & DiMC | WarDMC PCA 2 | Wern Ddu, Ruthin |
| 22-Apr | Sprint | Yes | 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 |
| 19&20 - May | Sprint | Yes | Longton & DMC | Sprint | Blyton |
| 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 |
| 3-Jun | Car Trial | Yes | Clitheroe & DMC | Ingleton Car Trial | Ingleton |
| 9-Jun | Hillclimb | Yes | Liverpool MC | Barbon Manor Hillclimb 1 | Barbon |
| 10-Jun | Stage Rally | Yes | Blackpool SSMC | Keith Frecker Stages | Weeton |
| 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 Argyll Rally | Argyll |
| 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 |
| 29 July | Sprint | Yes | Longton & DMC | Sprint | 3 Sisters |
| 11&12 - Aug | Sprint | Yes | Longton & DMC | Sprint | Blyton |
| 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 | Warringto 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 |
| 10 June | Keith Frecker Stages | Blackpool SSMC |
| 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 |
|-------------------|-----------------|-----------------|
| Feb 10/11 | Gogledd | Rhyl & DMC |
| Feb 24/25 | John Robson | Hexham & DMC |
| Mar 24/25 | 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 |
|-----------|------------------|-----------------|
| 7/8 Apr | Anglesey | Longton & DMC |
| 22 April | 3 Sisters Sprint | Longton & DMC |
| 28 April | Aintree Sprint | Liverpool MC |
| 19/20 May | Blyton | Longton & DMC |
| 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 |
| 29 July | 3 Sisters | Longton & DMC |
| 11/12 Aug | Blyton | Longton & DMC |
| 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 |

SD34MSG Non Race/Rally C/ship 2018

| Date | Event | Organising Club |
|--------|---------------------------|------------------|
| 11 Feb | PCA | A&PMCC |
| 17 Feb | PCA, Auto Solo | U17MC |
| 18 Feb | PCA, A/T, Auto Solo | Accrington MSC |
| 11 Mar | PCA | A&PMCC |
| 25 Mar | PCA | Warrington & DMC |
| 8 Apr | AutoSOLO | Preston MC |
| 22 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 |
| 27 May | PCA | Warrington & DMC |
| 3-Jun | Ingleton Car Trial | Clitheroe |
| 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

Final Results

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)

Non Race - Non 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 Trundle 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

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

SD34 MSG Annual General Meeting Highlights – 17th January 2018

The Chairman reported that 2017 had been a good year with an increase in the championship registrations resulting in more competitors scoring points and there will be more awards to collect. He thanked all the officers and championship compilers for the excellent year once again.

The Treasurer reported that we had a small surplus at the end of 2017 but that would have been negative if it wasn't for the support of Gazzard Accounts. We did however give significant donations to charities in memory of passed colleagues, in particularly Roy Honeywell. The cost of the championship trophies is the major cost so we will need to be careful in the future as an increase in registrations doesn't cover the cost of additional trophies. The registration fee will be reconsidered for next year as just £5 for all disciplines is too small. Also the number of awards will be reviewed. Club subscriptions remain at £30.

The championship compilers each gave a summary of their respective championship and InterClub League final positions. The positions were given in the last issue **spotlight** or in this issue of **spotlight**.

Election of Officers: There were no nominations but the current officers agreed to remain in post.

Appointment of Championship Compilers: There were no nominations but the current officers agreed to remain in post. Note that the Championship Stewards remain at Les Fragle, Gary Heslop and Bill Wilmer.

Constitution changes: None had been proposed.

Championship Rule changes: These were discussed and agreed at the last bi-monthly meeting.

A.O.B.:

Voting for the Paul Coombes award is in progress – this award is voted by the road rally competitors and given to the club judged to have run the best event in the year.

Nomination for the Brian Molyneux Award should be sent to the Secretary as soon as possible.

At this point the President expressed his sincere thanks to all the officers, championship compilers, championship registration officer, Maurice Ellison the **spotlight** editor and to Gary Heslop of Gazzard Accounts for all their work and contributions over the year.

SD34 MSG Bi-monthly Meeting Highlights – 17th January 2018

A representative of Longton & District MC, one of the founder member clubs, attended the meeting and asked that the club be allowed to rejoin the Group. The request was accepted and the club was welcomed back. The club run several sprints and these will be incorporated into the calendar. The draft calendar for 2018 has been reviewed again and some amendments made.

The more LDMC sprints were added.

WarDMC PCA revised dates are 4th to 25th March, 15th to 22nd April and 26th to 27th May.

CDMC have added the Ingleton Car Trial on 3rd June.

The latest calendar is included within.

Once again clubs were reminded that they need to get routes for road rallies submitted to Chris Woodcock, the RLO, as soon as possible. He will accept them 8 months in advance as opposed to 6 months for the MSA. The reason is that several routes for touring assemblies are being submitted and they will be accepted if road rally routes are submitted later.

Only one championship round had taken place so the positions will be updated at the next meeting.

Some championship registration forms had been submitted unsigned and it was questioned whether it mattered. After much discussion, for this year forms must be signed as stated on the form but for the future we will consider amending the form so that submission by email, etc. will be easier, i.e. ticking a box will confirm the applicant will abide by the rules of the championships and thus a signature would not be required.

There will be no changes to tyre specifications for road rally vehicles in 2018.

The championship positions were read out and the latest ones are included within.

Three changes to the championship rules had been proposed and were discussed;

Clarification of the submission of claims in the Under 18 Championship. Claims for competing or marshalling points must be submitted to the compiler within one month of the event – Agreed.

Revised classes for the Non Race/Rally Championship in line with the ANWCC Championships – Agreed.

Revised classes for the Sprint and Hillclimb Championship to reflect other championships – Agreed.

The last proposal was only submitted at the meeting so it was agreed that in future any proposed changes to the championship rules must be sent to all clubs at least two weeks before the November meeting so they can be considered before the meeting.

There was little to report from the recent ANCC meeting other than that several clubs have not updated their officials details or submitted dates for next year.

At the recent ANWCC meeting it was reported that the Sports Council have amended the title of targa rallies to Targa Road Rallies. Two new clubs have joined the association. The MSA will only reimburse 85% of the costs of training courses. If electric cars are competing the event organisers must have 40000 litres of water available should there be a fire from a battery so after much discussion it was suggested the easiest option is not to invite electric cars to events. For future meetings the venue will be at The Windmill pub near junction 19 of the M6.

The 2017 SD34 MSG Awards Presentation Evening will be on Friday 2nd March at Blackburn Rugby Club. As ever clubs should supply raffle prizes as this is a major source of income to fund the event.

Perpetual trophies should be returned to Gary Heslop at or before the next meeting.

The next bi-monthly meeting will be on 21st March at The Poachers, Bamber Bridge.

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

February 2018

**Tuesday 6th February
2017**

**Prize Presentation Night
+ Your Plans for 2018**

Free Pie & Peas Supper

**See page 16 for
Award Winners
Names to Heidi**

**Tuesday 13th February
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 20th February
Scatter Rally (Round 6)**

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

**Tuesday 27th February
Hall Trophy, Hexham Rally
& More Forum**

**2018 Membership
Renewals Now Due**

Still only £10:00

See Membership Secretary

Terry Martin

http://www.clitheroedmc.co.uk/5_Membership_2017.htm

January '18 @ CDMC
Tuesday 2nd January
Christmas Jumper Night
(or should that be Police Line Up ?)



Tuesday 23rd January
Daniel Harper & Chris Campbell



Ex CDMC Chairman Daniel Harper & his Co-Driver for many-a-year Chris Campbell told a crowded meeting of their beginnings in Rallying and then through various key stages to now running a WRC Mini. Previous Co-Drivers included 2017 WRC(GB) winner Dan Barritt.

Class Winner on 1997 Network Q

2015 3rd O/A Mull

2016 Manx Championship Winner (& a Lot more)

2018 contesting the Protire MSA Asphalt Rally Championship.

In 2017 were approached by BMW to make a film/advert celebrating the mini winning 3 Monte Carlo Rallies. Minisport prepared 3 minis for the film & Danial & John Cressey were the drivers

Watch out for the ad or you can preview it on YouTube

<https://www.youtube.com/watch?v=6FKNyhwUBY4>

The meeting could have gone on all night, but Chris Woodcock eventually called time at 11:30pm



Clitheroe & District Motor Club



Tuesday 30th January Catch Up

Heidi Woodcock as Yorkshire RDO attended a Go Motorsport Meeting at MSA HQ in Colnbrook. Dave Richards (the new Chairman) popped himself into the meeting. His focus us to get back to Grassroots Motorsport. Wont happen overnight but Heidi felt very positive about the future.

Phil & Elliott Shaw were out marshalling on the Ryemoor. Lost the brakes on the MG and had to take it steady between controls.

Steve Butler/Mark Johnson see pages 23 & 24 for their report on the Ryemoor

Matt Broadbent/Tony Harrison Matt wrong slotted on the run out to the Tests! Sam Spencers promise of easier navigation this year was delivered & Matt had no issues other than on the Herringbone after Petrol where he didn't read CAR and couldn't get it to work. Fortunately Matt Flynn came past them and they followed them (Report next month)

Chris & Matt Hewlett also wrong slotted on the run out. After putting their other rally car on its roof on a KLMC 12 car were keen not to do the same on the Ryemoor. Had a few problems with navigation but learned a lot

Steve & Ben Holmes went and did a PCA at the Rock & Heifer (see report pg 35) Ben was consistently 1s per test faster than other competitors. On the Ryemoor had one or two moments, followed another crew on the section after petrol and came home 13th & 2nd Novice

Sam & Seddy (the Dukes) had one or two moments, drove over Stan Featherstones exhaust on the Tests. Tests were a lot of fun Finished 8th O/A

Tuesday 16th January January Scatter Round 5

| | | |
|------|--|----------|
| 1st | Paul Pendleton/Harris Halgate | 180pts, |
| 2nd | Stephen & Ben Holmes | 170 pts, |
| 3rd | Seddy Sedgwick & Sam Ambler | 134pts, |
| 4th | Steve & Georgia Cotton | 126 pts, |
| =5th | Maurice Ellison/Matt Broadbent & Dan Fox/Leah Brown | 100 pts, |
| 7th | Ben Mitton/Levi Nicholson | 95 pts, |
| =8th | Mark Johnson/Terry Martin & Stephen Hardy/Sam Mitton | 75pts, |
| 11th | Cath & Paul Redford | 71pts, |
| 12h | Jonny Collett/Conner Murray | 45pts |
| 13th | Tom & Ellis Pilkington | 39pts, |
| 14th | Matt Simon/ Mike Melling | 28Pts |
| | DNF Gareth & Sam Shepherd | |
| | DNS Chris & Matt Hewlett | |



Awaiting the results



The snow depth was variable

Winter Scatter Rally Series Championship Table after R5

| Drivers | | | Navigators | | |
|---------|-------------------|-----|------------|------------------|-----|
| O/A | Competitor | Pts | O/A | Competitor | Pts |
| 1 | Dan Fox | 122 | 1 | Leah Brown | 122 |
| 2 | Dan Sedgwick | 108 | 2 | Terry Martin | 99 |
| 3 | Maurice Ellison | 107 | 3 | Ben Holmes | 96 |
| 4 | Mark Johnson | 99 | 4 | Harris Halgate | 92 |
| 5 | Stephen Holmes | 96 | 5 | Levi Nicholson | 90 |
| 6 | Paul Pendleton | 92 | 6 | Sam Mitton | 86 |
| 7 | Ben Mitton | 90 | 7 | Paul Redford | 74 |
| 8 | Stephen Hardy | 86 | 8 | Sam Ambler | 71 |
| 9 | Catherine Redford | 74 | 9 | Dave Irwen | 65 |
| 10 | Chris Hewlett | 63 | 10 | Matthew Hewlett | 63 |
| 11 | Austin Berry | 60 | 11 | Jess Berry | 60 |
| 12 | Jonny Collett | 42 | 12 | Elliott Shaw | 46 |
| 13 | Tom Pilkington | 41 | 13 | Matt Broadbent | 42 |
| 14 | Gareth Shepherd | 30 | 14 | Ellis Pilkington | 40 |
| 15 | Tom Eccles | 28 | 15 | Samuel Shepherd | 30 |
| 16 | Matt Horn | 27 | 16 | Luke Howarth | 27 |
| 17 | Paul Buckell | 23 | 17 | Derek Lewin | 26 |
| 18 | Ed Speak | 22 | 18 | Steve Butler | 23 |
| =19 | Chris Collett | 20 | 19 | David Speak | 22 |
| =19 | Steve Cotton | 20 | 20 | Georgie Cotton | 20 |
| 21 | Domonic McTear | 15 | 21 | Calum Lambert | 16 |
| =22 | Tommi Meadows | 14 | 22 | Conner Murray | 15 |
| =22 | Russell Starkie | 14 | 23 | Nichole | 13 |
| 24 | Sammy | 13 | 24 | Jack Howarth | 12 |
| =25 | Phil Shaw | 12 | =25 | Harley Rushton | 11 |
| =25 | Bradley Leeming | 12 | =25 | Mike Melling | 11 |
| 27 | Matt Simon | 11 | 26 | Thomas Robinson | 10 |
| =28 | Mark Dixon | 10 | =27 | Matti Ali | 9 |
| =28 | Adrian Daykin | 10 | =27 | Hollie Griffith | 9 |
| | | | =27 | Mark Standen | 9 |
| | | | 30 | Phil Shaw | 7 |
| | | | 31 | Nicky Hart | 1 |

Winter Scatter Rally Championship Series Dates

Round 6 : Tuesday 20th February

Round 7 : Tuesday 20th March

Best 6 scores to Count

Clitheroe & DMC 2017 Award Winners

| Discipline | Trophy | 2017 Winner |
|------------------------|--------------------------------|----------------------|
| Road Rally | | |
| Driver | <i>Constable Memorial</i> | S. Featherstone |
| Navigator | <i>Primrose Trophy</i> | Rob Jones |
| Stage Rally | | |
| Driver | <i>Capt. Brass Trophy</i> | R. Starkie |
| Co-Driver | | P. Shaw |
| Non Race/Rally | <i>Tweddle Tropy</i> | S. Kennel |
| Marshal | | M. Ellison |
| Lady Competitor | | H. Woodcock |
| Young Member | <i>Large Tray</i> | L. Brown |
| Club Member | <i>Sidney Whiteside Trophy</i> | T. Vart |
| Media | | M. Ellison |
| Outstanding Achievment | <i>Roy Honeywell Trophy</i> | Buckel/Butler |
| Sprint/Hillclimb | <i>Ramsgreave Trophy</i> | Nigel Fox |
| Tryers Trophy | | M. Flynn |
| Most Improved Novice | | Sedgewick/ Ambler |

Saturday 13th January

HRCR Open day at British Motor Museum, Gaydon
Promoting CDMC events



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>

'What's Coming up' at CDMC

March 2018

Friday 2nd March
SD34MSG
2017 Awards Night
Blackburn Rugby Club
8pm
Tickets £5:00
 From Terry Martin or Maurice Ellison

Tuesday 6th March
Mark Wagstaff



Live via Video Link from Australia

Tuesday 13th March
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 20th March
Scatter Rally (Round 7)

O/S Map 98 & 103
 Waddington Club
 Sign on from 7:30
 1st Car Away 8:00pm

Tuesday 27th March
Primrose Trophy Forum

Competing or Marshalling?
 Tell us all about it

Airedale & Pennine MCC

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


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

Forthcoming PCAs at the Rock & Heifer 2018

January 7th
February 11th
March 11th

10:00 am for 11:00 Start

Warrington & DMC

WDMC meets at 20.00
every Tuesday at 
THE ANTROBUS ARMS
on the A559 between
Warrington and Northwich.

www.warringtondmc.co.uk

Wern Ddu Gravel PCAs Dates for 2018

- | | | |
|------------|------------------|-----------|
| 1. Sunday, | 25 th | March |
| 2. Sunday | 22 nd | April |
| 3. Sunday, | 27 th | May |
| 4. Sunday, | 16 th | September |
| 5. Sunday, | 21 st | October |
| 6. Sunday, | 11 th | November |
| 7. Sunday, | 2 nd | December |

Regs : www.warringtondmc.co.uk

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Preston Motorsport Club **Awards Night**

Saturday January 20th
Charnock Farm Restaurant



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

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

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



meet **every Thursday**

at **Fiveways,**

Macclesfield Road,

Hazel Grove,

Stockport, Cheshire,

SK7 6BE

from about **20.30**

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

A View From The Shore

News from Blackpool South Shore Motor Club by Phil James

It's been a quiet month for Blackpool South Shore Motor Club members in terms of competition but John Stone kept the club flag flying as he continued his quest to win the Motorsport News Circuit Rally Championship. He headed south to contest the fourth round of the series, the Brands Hatch Stages, in his familiar Legend Fires Ford Fiesta S2500. Partnered on this occasion by Jack Morton, the pair finished the event fourth overall, Stone's best result of the series so far and one that keeps him in a shout of the title.



Roskirk Stages 4th March

Regulations for the Roskirk 2018 Three Sisters event are now available on the BSSMC web site.

This year's event will follow a similar format to previous years, with 12 stages covering approximately 26 smooth tarmac stage miles.

The Roskirk Stages is included in the SD34, ANWCC, Formula 1000 and 6R4.com championships and additionally will be the opening, but non-scoring, round of the 2018 Junior Formula 1000 Rally Championship.

Following its successful introduction last year we will again be offering an incentive to competitors who enter BSSMC's Keith Frecker Memorial Stages Rally at Weeton in June, in that any fully paid and signed on entry to the Roskirk stages will automatically qualify for a £25 discount from an entry at Weeton in June.

The online entry system together with detail of entries received will be available on our website: <http://www.bssmc.com>

On behalf of the organising team from Blackpool South Shore Motor Club we wish all competitors an enjoyable day's motorsport and thank you for your interest in this event.

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,**

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

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

Northallerton A.C Christmas Stages Rally December 30th Croft



On the last weekend of 2017 i headed off to Croft for what would also be my final event of the year. This time along side Joel Simpson in his Micra, which despite spending the whole year in a Micra took some getting used to as unlike the usual mount this was a UK shell and therefore right hand drive. But that was nothing compared to the biggest challenge of the weekend the white stuff (snow) that seemed to be covering the venue at scrutineering the day before.....

With the snow not lifting for rally day we bolted some intermediates (closest to a wet Joel had) and headed off into the unknown. Unfortunately being pretty much a standard road car with an open differential, on the wrong tyres, gaining any sort of grip in the snow proved a very difficult task. This meant throughout the first 2 stages we managed to have 2 spins, take out 2 chicanes and a sizeable overshoot meaning we lost even more time than we already were. This meant we held 73rd overall after the first 2 stages

Stages 3 and 4 was more of a mixed bag than the first loop but could of been much worse than it was. Stage 3 didnt get off to the best start with the front right tyre deflating in the start queue which had to be changed in the 3 minutes between booking in and starting the stage. Luckily we managed to change the wheel in time however on the final lap of the stage the front left tyre also started deflating, luckily however not enough to cause too much of an issue. Stage 4 luckily ended up being our first clean stage which allowed us to jump up to 69th overall.

With stages 7 and 8 being cancelled due to the conditions effecting event timings stages 5 and 6 ended up being the final loop, which again was another mixed loop. Stage 5 was going well until we took the split towards the finish and caught a wheel into the untouched snow which pulled us into the pit wall quite hard, luckily only knocking the front bumper off. With the car checked over and with a service crew's (Nick Young) led lamp bar retrofitted we headed off into the last stage where despite the dark we had a clean reasonably quick stage. This saw us climb to a final position of 65th, which considering our problems we were happy with.

Overall despite the incidents it was a good weekend , the snow definitely added to the excitement, allowing Joel to put the car at angles a standard Micra shouldn't be able to achieve on tarmac. Now its time to look ahead towards 2018's rallying with some big plans including 4 championship campaigns, being the BHRC, HRCR, ANWCC Stage and Forest championships in 3 different cars. There will also be the usual one other events including another assault on rally GB, bring it on!!!!!!!



Photos courtesy of Carl Leavold

Northallerton A.C
Christmas Stages Rally
December 30th
Croft



Snow Suited Seeding!

I have had a pair of rally snow tyres on the shelf in the garage for a couple of years and before me their previous owner also used them to keep the shelves company! But on Saturday 30th December this year the Christmas Stages saw them tread nimbly across a slushy snow covered Croft to give us our best position on a Stage ever!

As I only live 1 ½ hours from Croft I always go up the morning of the event even though it means a ridiculous 5am leaving time and yes I do appreciate that's normal for rallyists of the spectating and marshalling version as well as the competitors but it's still stupidly early for me! What I hadn't counted on was a covering of snow to be waiting for me when I opened the curtains! Fortunately the main roads were clear although as we got further north the A1 had lanes two and three covered making overtaking tricky to say the least!

As we turned into Croft the untreated access road gave a hint of what was to follow and made the early morning start worth every bit of discomfort! Proper snow!!! Woo hoo! I had packed the snow tyres and would get to use them at last! I couldn't wait! I have marshalled at Croft on both the Jack Frost and Christmas Stages for many years in lots of snow and ice but in my six years there as a competitor never had the chance to drive in such conditions. The snow also levels the playing field out for the tiny engine cars such as my 1.3 litre 106 Rallye and our seeding helped massively as we were down at 53 out of 85 so the cars before would make a relatively clean line. And of course my super duper soon to be gainfully employed tyres would make a huge difference. So first job when we pulled up was to get the kettle on! Second was to take the tyres and slick shod rims to Mr Slick Tyres and join the queue for some rubber swapping! In certain circles that sounds a bit dodgy but apparently it's quite acceptable if you are rallying!! Andy was flat out against the clock to get everyone sorted and was the only one with a sweat on in the freezing morning air of Croft.

The car looked bony with odd rims and huge tyres on but was fit for purpose and looked like it could get through anything with the super grippy treads under the wheel arches. Unfortunately not all the field had such luxury of a weather

compatible tyre and as the times started to come in it was evident that it was slippery out there! And it was! As we queued for our run a Mitsubishi Evo set off up the stage wheel spinning and struggling for grip. It didn't look good for a two wheel drive light French shopping trolley! I gauged the revs somewhere between tick over and a bit more and let the clutch out to see what would happen and the car nearly stalled! I couldn't believe the grip I was being given so a bit more umfff was required and away we went! As we got further into the stage it was a different matter because even though the earlier cars had cleaned a bit of a line the grip came and went and if you went off line you were simply a passenger waiting for the thump or left hoping you didn't get bogged down in the grass or kitty litter.



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Christmas Stages

Continued from Page 21

Boosted by the initial grip we sped down into the right hander at the grandstand and tentatively turned in and again, the tyres did the job and kept us going round the corner facing forwards rather than showing all sides to the expectant crowd! Keeping a very tight line round the stage we explored grip levels and ended up sideways more than once but kept going the way the orange arrows suggested we should. I was trying my hardest to be brave down into the grandstand corner but couldn't risk losing momentum and have seen so many people go through there backwards and into the silent gravel trap! So I dropped down a gear and made sure I could pull the car out of any sideways slide should it break away but the steering wheel input was matched by a positive cornering output and we negotiated the corner in fine style hugging the clear line.

My smile at the finish line was huge and I couldn't believe the amount of grip the snow tyres had offered, they were also extremely comfortable as well with their high side walls and shock absorbing properties!! We got back to our service area and as is now the norm, started looking through the times on our phones. It was showing us as being first overall!! Screen shot that quickly was the cry but as the times refreshed we dropped down to 2nd then 3rd as the other competitors started to come in. At one point we were 3rd overall and 2nd in class! We were well aware this wouldn't be the case all day but we were celebrating as if we'd won the event!!! After the slush had settled and all times were in we ended up 10th overall after stage 1 which I did get a screen cap of and intend to get a printout of!! Little things.....

As expected the day moved on and we slowly moved down the overall and class positions. The snow went and the wet tyre shod cars started to make head way. We tried a stage using cut slicks on the front but it resulted in a trip to the snow covered grass and a lot of elbow flapping and snatching of opposite lock. One of our service team, Stephen Dixon, put it down to me letting off not the grip less tyres and he was probably right! But it was a spectacular waste of time taking that line so I opted to put the snow tyres back on to try and cut a line through the lakes of water that had appeared on the circuit now the snow had melted. By stage four we had dropped to 30th overall and were around 6th in class. The organisers cut the last two stages due to the poor weather conditions as the snow had given way to high biting winds and when the sun went down the temperatures would plummet as well.

So after lunch we had just two stages left, which in a way was good because our tumbling down the standings would be slowed but it would still have been good to see how we all got on in the dark! And after our first run after lunch it might have been a good thing that we were going home soon as we approached a 6 foot stack of tyres in a sideways type of motion and partly due to luck more than management the front end glided past with a gnats hair gap between the impressively hand painted 106 front bumper and the tightly strapped radials making up this obstacle. As we approached sideways Ann Forster stopped calling the notes and started screaming at the tyres testing the integrity of the Peltor intercom system and dislodging a lump of my ear wax!! I think her aim was to guide us past the tyres without incident but it came out as a high pitched wail followed by laughter!! Once safely past I found the car set up perfectly for the right hand hair pin that followed! That was just sheer good luck but I will accept excellent driving skill as a possible reason!!

We did actually get a run in the dark on the last stage although the earlier cars didn't need lamp pods on for their last run. It had been a great day with some real surprises, most of them as you were turning in or braking! We finished 40th overall and 9th in class which isn't a bad effort. A big thank you to the two Stephens for servicing, Ann for keeping us on the right track and to our chief supporter, Claire, who froze to death cheering us on. And of course to the brave marshals, time keepers and all the volunteers behind the scenes who make the event run. It was also great to see so many Ilkley motor club friends who had made their way through the queues and muddy parking to come and watch us play around in the snow.

It's a trip down to Blyton to the Jack Neal next for us and all being well the snow will land there as well!!

Neil Raven : Ilkley & DMC



MALTON MC



Ryemoor Trophy Rally 20/21st January

Mark Johnson/Steve Butler – Car 11

Well, that was an adventure. For our first rally together for 2 years, it was probably in the most challenging conditions I've experienced in 12 years of sitting in the silly seat. By the way, if you're wondering what's happened to my usual pilot, Paul's taking a year off to concentrate on sorting out his next rally car build (I think he just likes building them). Anyway, back to the Ryemoor. Who ordered all that snow and ice?

Our first clue as to what the night was about to bring was entering the car park to the start venue. Mark slowed down for a speed bump and, well, we didn't. Sheet ice. That was to set the scene for literally the whole night. If it wasn't snow, it was ice.

Before we hit the lanes, there was a set of six tests to complete at Driffild Airfield. 2 lots of three tests over a combination of slippery concrete, broken tarmac, grass, mud and what seemed like a tank testing ground covered in small lakes. Superbly well set out and all I had to do was tell Mark which side of the cones to aim at. We were probably a bit tentative given the conditions and the fact that it will have been a while (if ever) since Mark has driven round an icy airfield in the dark. We got round, improving our times the second time round. Which is more than can be said for some, judging by the complete exhaust system we had to navigate around towards the end.

After a complimentary jet wash leaving the airfield, it was off the start the rally proper. I'd like to give you an idea of where we went, but my style of navigating on plot and bash events means there's not a lot of route drawn on the map, and certainly no time control numbers (other than rejoin points) so you're not going to get much in the way of route. I'll leave that to one of my co-contributors. Suffice to say, there was an excellent mix of roads, which were largely travelled at the same speed so we didn't really get the best out of them. Several times throughout the night, Mark apologised for not driving fast enough. I was perfectly happy with our pace in these conditions. In a standard car (no cage or harnesses etc) but for a sumpguard and M & S tyres (no, not Marks & Spencer) neither of us wanted to take any chances. I have to say Mark's driving in these potentially lethal conditions was impeccable, with only a rare minor moment that I noticed. The pace of a top 10 finisher on this night demonstrated some real skill and a top 5 or a win took some serious ability and nerve. Hats off to those guys.

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Mark Johnson / SteveButler



McTear / Webb



Photos Courtesy of Matthew Rudd Photography

Taylor / Graham



Stephen & Ben Holmes



Christmas Stages

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The navigation was as straightforward as you'd want it to be for a plot and bash event and, unusually, there were no mistakes from me in the first half. A clean run, no wrong slots, overshoots or missed boards. I was pleased with that. The second half proved trickier. The first section after petrol caught a few crews out, but a bit of local knowledge from previous Ryemoors kept us on the right road. Next was the Cockayne loop – miles and miles of open fell road, with only one route defined only by more NAMs than I can remember. Whilst dealing with the snow and ice we were both continually on the lookout for boards in snow covered laybys, helped by tracks in the snow leading into the NAMS, hindered by the numerous reflective posts at the roadside that looked just like number plates from a distance. We got all but one board. Bigger. At least it was only 5 minutes and not a fail. We certainly weren't going back for it. We did, however, manage to get one that seemed to be in a field covered in about a foot of snow. It was actually a very big triangle. Well spotted, Mark. The conversation went;

Mark: "there it is!"

Me: "where? Is that it? It's in a field. How do we get to that?"

Mark: "I don't know, but I'm going for it!"

Job done.

The next section was to spoil my hitherto near perfect night. I got the route plotted, but a bit too slowly and by the time I called a slot right, we had passed it and took the next one by mistake. After faffing about on the wrong road for 5 minutes we got back on track, but load of time dropped. Later on that same section was a NAM triangle and a complicated junction with the A170 which both looked like scenes from Wacky Races, with cars approaching from different directions and departing in equally different directions. Again, previous knowledge helped a bit and we stayed true, albeit about 7 minutes late.

The very last dropper was scrubbed due to an early runner going off and getting stuck on the ice, blocking the narrow road. The result was a queue of nearly 20 rally cars all needing to reverse back about half a mile. By the time that got sorted we were all OTL. I wasn't entirely unhappy with that, because I couldn't get the navigation to work by that point.

The results showed we missed another board somewhere. I've no idea where, but it made no real difference to the result. We were both happy with 12th overall, or even just to get round without any incident.

Another top notch rally by Sam and the rest of the Malton team. As is often said, it deserves more entries. And a massive thank you to all the marshals who not only braved freezing temperatures, but who all managed to get to their controls in the challenging conditions.



Dan Sedgwick / Sam Ambler



Matt Flynn / Rob 'Chicken' Bryn Jones



Tony Harrison / Matt Broadbent

Steve Butler Clitheroe & DMC
from the left hand seat of a car that isn't a Proton, for a change

MALTON MC



MALTON LASER

PRECISION SHEET METALWORK

Ryemoor Trophy Rally 20/21st January

‘Dancing on Ice’

The first week in January I got an email from Sam Spencer 'Are you competing or Marshalling on the Ryemoor this Year?' My reply 'Marshalling', 'Good, You are doing three controls' . . . Then on the trip down to Somerset for the Bagger '18 I got a call from Steve Flynn. 'Could I Nav for him on the Ryemoor?'. Steves Nav Tony Vart had suffered a fall and couldn't move his arm. Steve got the same reply as the other drivers who had asked me. 'Sorry, but P&B & me dont get on- I would get you lost. I am marshalling' However, on the Monday I emailed Sam 'Would you rather I marshalled or compete?' The answer came back . . . 'Compete. I can replace you as a marshal with a code board if necessary.' So I give Steve a call on Monday to say yes and then dug out my maps.

Tuesday evening after the snowy CDMC Scatter my eyes start to feel sore. I awake on Wednesday morning with a throbbing head and a blocked nose. Several packs of Beechams purchased and hopefully it will all have gone by Saturday night.

Saturday morning and still suffering from 'Man Flue' eyes still running but slightly better. More Beechams required. The weather forecast is OK but threatening to be very cold overnight. Decide to get away early and have a kip in the car once in the Malton area and perhaps my eyes will have stopped running. After my nap I make my way to the start venue and await Steve's arrival. Eyes no longer streaming - hope it lasts.

Steve arrives and I transfer my bits & bobs into his car. The MG is probably the best prepared car that I have sat in for a very long time. We sign on and get the pre-plot information, have a cup of coffee and wait for our Due Time at MTC1. (we are just one of 9 Clitheroe & DMC crews out of 26 starters)

There is a fairly long run out from the start venue at Malton the 6 tests on offer (3 tests run twice) at the airfield at Driffild. The Tests are a lot of fun with good diagrams and generally smooth with the odd rough patch to catch the unwary. By the time we are doing our second run it has got much colder and more icy. We gain a one minute penalty on Test 2 when Steve mistakes the 'Control' Board for the Stop Astride line but whilst the minute penalty was not welcome it was only a drop in the ocean by the time we got back to the finish

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Photos Courtesy of Matthew Rudd Photography



Ryemoor Trophy Continued from Page 25

Following the tests it was then onto the proper stuff in the lanes. Sam Spencer had promised that the navigation was a lot simpler than previous years and in general it was.

Once you got off the major roads the side roads (i.e. the roads we were going to use) were a lethal mix of snow or ice or a combination of both. The joint agreed tactic from the crew of car 14 (us) was - steady away, no heroics - keep it on the road and get to the finish. It was far too cold to be stood outside of a car off in a ditch whilst awaiting recovery. The Navigational Clues were all solved with a small amount of time dropped taking it even steadier as the clues were applied to the map. When we arrived at MTC 14 after Petrol we were both surprised to see so that many crews had survived. Probably all using the same tactics as us.

We are given a Herringbone as we leave MTC 14. No problem - except it was - I could not get it to work.

Parked up and tried again and again and still kept disappearing up dead end roads. Must have dropped 15 minutes before deciding to press on and see how it turned out. Picked up a NAM and a Code Board and then nothing. Turned around and cut to TTC 18. (when I got home I attempted the herringbone section again.) All easily done and probably didn't take me more than 30s. Why is it so much more difficult in the dark and in a car as against the kitchen table?

From TTC 18 to the finish we have no real problems but midway through the last section we come across a row of competing cars blocking the road. Stan Featherstone (car 4) has gone off and is stuck as well as blocking the road. Meanwhile more competitors are arriving behind us. Eventually car 4 is back on the road but can't get up the hill because of the ice. We all have to back up and the instruction from Sam Spencer is to go direct to the finish. Last section scrubbed..

Very challenging conditions.

Poor marshals must have been frozen solid.

Maurice Ellison : Clitheroe & DMC



Christopher & Matthew Hewlett

Photo Courtesy of Matthew Rudd Photography

One buzz word in today's business world is **MARKETING.**

However, people often ask for a simple explanation of "Marketing." Well, here it is:

- * You're a woman and you see a handsome guy at a party. You go up to him and say, "I'm fantastic in bed." That's Direct Marketing.
- * You're at a party with a bunch of friends and see a handsome guy. One of your friends goes up to him and, pointing at you, says, "She's fantastic in bed." That's Advertising.
- * You see a handsome guy at a party. You go up to him and get his telephone number. The next day you call and say, "Hi, I'm fantastic in bed." That's Telemarketing.
- * You see a guy at a party; you straighten your dress. You walk up to him and pour him a drink. You say, "May I?" and reach up to straighten his tie, brushing your breast lightly against his arm, and then say, "By the way, I'm fantastic in bed." That's Public Relations.
- * You're at a party and see a handsome guy. He walks up to you and says, "I hear you're fantastic in bed." That's Brand Recognition.
- * You're at a party and see a handsome guy. He fancies you, but you talk him into going home with your friend. That's a Sales Rep.
- * Your friend can't satisfy him so he calls you. That's Tech Support.
- * You're on your way to a party when you realize that there could be handsome men in all these houses you're passing, so you climb onto the roof of one situated towards the center and shout at the top of your lungs, "I'm fantastic in bed!" That's Facebook.

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VCRR *Rallies*
Vintage & Classic Rally Register

BAGGER 18

Difficult to say much more about this than has already been said! I persuaded Bevan Blacker we needed to go and do this event, having heard stories from some curly haired lad residing in Kirkby Lonsdale and various SW navigators. Those tales seemed too tall and could not be true, could they?

Entry in, chauffeur found (cheers Simon Frost) and then an enjoyable festive break was spent sliding round Croft at the Christmas Stages in the newly log booked car. A nice 30 mile stage rally to warm up for 200miles in the mud covered lanes of Somerset.

Arriving in plenty of time we were quickly through scrutineering with no issues, noise was more tricky as it was in a boggy field and a car in front nearly didn't make it back out. Being a pre-plot event there usually isn't much to do until first handout but this was different, all neutrals provided and then 8 marked maps to transfer consisting of about 100 points to transfer to your map. The first handout then had you trace between the points with arrivals and departs, a very neat way of providing the route. Jez Turner and Moz Ellison provided light entertainment from the high concentration while they prepared for marshalling.

Nerves were high, no dinner had been eaten as usual and 2pm lunch seemed like a long time ago when at 11.04 when we set off into the night. We were happy at car 20, especially when the clerk of the course, Roger Hunt, had revealed that of the 47 experts in the field, 40 of them had wins. We were not one of those crews so felt fortunate to be so high. We set off to the first selective and I informed Bevan that this was now 1hr back to back so don't worry about asking me if it was neutral out of control, just make sure he is on it out of every control.

The first few miles must have been chosen specifically to be the most slippy roads of the night as we nearly careered off within 3miles of the start, I gave a warning which is very unlike me, but I hadn't come 5hrs drive to go off in the first section. The grip came back and we were soon on our 2min man (car 19 hadn't started) who dived out the way to let us past, most considerate. We dropped 28s at the first control and then cleaned the next, the 3rd control I we waited outside as we arrived at 55s and I wanted to drop a further 5s, giving us 1min penalty but then giving us a good chance of cleaning the "time to the minute" section next. Unfortunately the marshal timed us on sight rather than when we passed the board, but that's life and we cleaned the next section anyway.



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Photos Courtesy of Jez Turner

Bagger 18

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The lanes were extraordinary; narrow, covered in mud (think the muddiest white in Derbyshire and those are yellows in Somerset) and braking was treacherous, plus the pace was relentless and we were only just getting back into the routine at controls having not done a night rally since July. After a few moments the car, unusually being French, was going really well and appeared ideally suited to the demands of the event. Although calling, "caution, hump back bridge" was like a red rag to a bull and as we could see the control and we went flat, landing well. I even remember thinking that the dampers stood up to that test well.

Half an hour later it was clear that the rear dampers had both blown. Maybe they had cried their last with one final heroic effort before surrendering. This made handling unpredictable and we had a few moments on the brakes as the rear end made a bid for freedom although that didn't stop us recording a fastest section overall before petrol halt.

1st petrol at 80 miles and we lay 8th with fellow northerners who'd made the long journey; Danny Cowell 6th, Peter Scott 18th and Andy Ritchie/Terry Martin 32nd and about 10 cars had pulled out already. I was already starting to lose my voice.... I hid in the car checking my plotting as nerves were still high.

Onto Map 181 for the next leg and already we had a 3min gap in front of us as we re-joined our scheduled time but that didn't stop us catching a smart Proton Satria who quickly pulled over and left us enough room to squeeze by half in a ditch. Our good fortune continued when we slid wide on a treacherous slot left and clouted a bank putting the car up on two wheels much to the spectators' amusement. Seemingly with no damage done we continued at pace and our consistency paid off because at 2nd Petrol (161 miles) we were up to 5th overall, a fact I neglected to tell Bevan about as we still had 45miles to go. Although I did offer some encouragement as he was complaining his arms were sore!

The final sections were no less arduous although we did get a 15m break in between two lengthy sections to transport, one of few between petrol halts. It's difficult to describe just how relentless it is going back to back competitive for so long and we were by this time counting down to the finish, knowing we'd achieve what we'd set out to do. With 15miles to go we slotted left off a short section of B road, steep downhill, 300 to 90R 90L in farmyard where we came across the unfortunate sight of one of the quick Seat Ibiza's being friendly with a telegraph pole. Both crew were ok but the car was 2nd hand and I knew we were now up to 4th, now trying to keep it together.

The final marshal congratulated us on finishing which was a nice touch and we slowly made our way to Raleigh's Cross Inn for breakfast at 6.15am. 210 miles all in and we were both shattered. There were only 21 classified finishers on what was a very very tough event and I now appreciate the endurance element of road rallying. It had been described to me as the unofficial inter area association championships and this seems fitting with representation from all the main areas of the country. The title went to Wales, Mark Lennox/Max Freeman in an Escort Mk2 and as the only none welsh crew in the top 5 we upheld Yorkshire honour.

Highly recommended for 2019 and it would be great to see some familiar northern crews tackle this. Yes it is a 5hr drive, yes that is a long way and a full weekend but is it worth it? I'd do it again next weekend.



Photos Courtesy of Jez Turner



VCRR *Rallies*
Vintage & Classic Rally Register

BAGGER 18

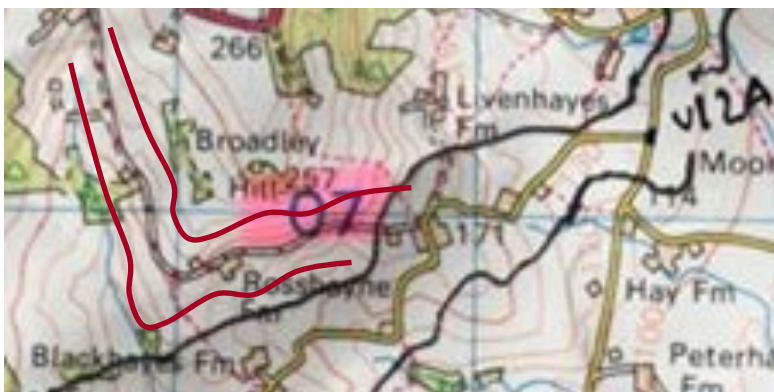
Well, this was suppose to be my third attempt at this rally, second as a navigator, entry was in with Ticker and the Type R Civic, then with three weeks to go, i find out the cars not going to be ready, so i pull the entry. Committee meeting at CDMC, and half time drinks break, I'm outside with Maurice, putting the world to right as normal. "I've pulled our entry for the Bagger, "Maurice tells me he's just put an entry in for him and Andy Ritchie, i say "I've got new maps, do you want them?" Maurice, "I'm not fussed about doing it, would you sit in with him?"

So, me and Andy, Jez and Maurice set off on our 220 mile trip down to Somerset, towing the BMW rally car with Maurice and Jez doing a control, and most of the driving on the return journey. We drop the trailer off Wellington, which was also the first petrol halt, then on to scrutineering at Chard, which was the most relaxed I've been to in a long while, didn't open the bonnet, just checked the light. The start was two miles up the road, we signed on had some tea, and started the plotting, all the neutral sections, then seven maps marked up with various points, which you transferred on to your own maps (London maps) then with an hour and fifteen minutes to our start time, we get the numbers! Join the dots and away you go.

Six mile run out to the first section, same start as last year, first 30 miles all going well, good pace and the cars running well, we catch another car, and I have brain fade, he wrong slotted and we followed him, neither of us realized till we got the A road, we lose about ten minutes, five more miles to the end of the first section, a short transport section, and the next forty mile section to petrol, were nearly OTL at Maurice / Jez PC and then into petrol, I apologize to Andy again, and we decide to call it a night there and then, save the car/ petrol for another day.

Long way to go and do a road rally? Yes, did we still enjoy it? To bloody right, will we be back next year? Oh yes. Talking to Roger Hunt (CorC) a couple of days later, explaining where I cocked up, and he said "oh yes, know where you mean, that's where John Davis lost the rally!"

Andy Ritchie / Terry Martin BMW Compact.
Clitheroe & DMC



Rockingham Stages

After a long and sometimes challenging year with EOY December was on us, and with December comes the Christmas party season, and where better to party with EOY and the team than the Rockingham Stages. The Rockingham Speedway Circuit near Corby is an awesome venue, and for one weekend in December it's just the place to be. After a reasonable run and a finish on the Neil Howard Stages, EOY was taken to Llandow in South Wales for another day of testing and set up. The spark plugs changed and the 2.4 Moun-tune engine reset and more responsive than it's ever been – EOY was declared fit to party – the 9th December couldn't come quickly enough now.

Rockingham is a full weekend of fun, beginning with scrutineering on the Friday evening, followed by six stages on the Saturday afternoon including two night stages, and then an early start on Sunday morning and six further stages. Oh, and the social evenings too ☐. This year the spectre of snow hung over the rally for a couple of weeks beforehand, but nonetheless it was December and we were intending to get in the Christmas party spirit, come what may.

The circuit gates officially open at 5pm on the Friday afternoon, but when did it officially ever stop anyone, and as in previous years the Bob Downen crew of Bob, Simon and Neil were in before 4pm - favoured service spot bagged, the guys were ready to rock and roll. Much to my dismay, but apparently in time honoured tradition, driver and co-driver arrive later than the agreed meeting time – he's calls it fashionably late, I call it wrong and let him know my feelings and philosophy on timely arrival at service; time controls and any other event for that matter. Eyes rolled, and driver admonished we enter the service area and find the guys, and of course EOY – boy she looks good!! Smiles all round for EOY. Then we get out of the car..... jeez it's absolutely bitter and the Rockingham wind cuts right to the bone, but hey we're here now – it's time to focus.

Cibies in place, helmets, overalls and paperwork into EOY and we're off to scrutineering. Now for those who've never been to Rockingham, scrutineering is in the infield and it's accessed via two tunnels that run under the circuit, and driver being a complete boy loves the tunnels and the noise of EOY as she powers through them. Down we go.... The tunnels beckon, in we go and he floors it, OMG I just lost my hearing..... he just grins!! And into scrutineering - EOY gets lots of attention, no change there then and then it's our turn. Scrutineering isn't busy, we're one of the first crews in and despite being flawlessly turned out EOY gets a good going over, no worries all's as it should be and we're done paperwork collected and we're good to go. OMG, just realised there's another tunnel between us and the service area, and true to form he does it again – EOY roars and the length of the tunnel is covered in no time at all. Can't wait for Saturday to arrive now....



Continued on Page 31

Rockingham Stages

Continued from Page 30

It's a leisurely start for a Saturday morning and we get to the circuit around 9.30 and begin to focus. We're gonna try something different this time around – virtual notes based on each stage diagram, I need to get my head down and focus!! The Do Not Disturb sign goes up.... Drivers' briefing over and our start time is approaching, we're seeded at Car 28, and as we edge to the start line for Stage 1, the stage is stopped. Car 10 has got it all wrong entering the tunnel and hit the edge of the tunnel in a full frontal assault, thankfully the crew are ok. We wait patiently, and the Stage is re-opened – as we get to the start line I remind him that the tyres will be cold, so take it steady. 5,4,3,2,1 go – EOY roars away and he lights the tyres up for the best part of 100m, that'll do the trick then.... Sooo good to know he listens to me ☐. Down into the tunnel we head, he lines it up on entry and floors it, oh this is gonna be such a giggle. Up we climb onto the infield, a couple of 90 rights, then 90 left and 90 right and we're onto the circuit, long hair pin left use all the circuit and up the hill – we're on it, we've waited for this all year but we are well and truly on this now. A couple of long open rights and then a couple of 90 lefts, EOY is into her stride she pulls like a train and hangs on to every turn and every corner like her life depends on it, this car was made for tarmac if ever a car was, and in no time at all Lap 1 is done, split managed and just when I thought there was little room for improvement she goes quicker still – powering down the straights, flowing around the curves and neat and tidy in the tight sections – this is breathless stuff, and absolutely why we do this!! The stage is over; he looks across at me and we both smile – that was good. Back to service, a quick turnaround and we're ready for Stage 2, same again please I tell him. We can go faster he says, god loves a trier I tell him, but the tyres will be cold again and areas of the circuit are still in shade and slippery, same again will be fine. One final check before the bonnet goes down, and Simon spots a potential issue with the alternator.... Action stations and Simon and the guys are on it!! We have minutes and seconds to fix this before we need to be at the time control, and still all is calm. The guys have this, let them do what they do best and sort it, seconds tick by but we sit patiently – the bonnet goes down and the thumbs go up, we're good to go and we're off.

5,4,3,2,1 and EOY takes off – once again thanks for listening Dave.... He lights the tyres up for the entire length of the first straight, but true to form EOY deals with everything he throws at her, straight and true she takes off!! By the time we get to the tunnel, we're already going quicker. Up and onto the circuit we go, god this is quick and we're catching cars now – keep it together I tell him, concentrate!! He listens, for a change!! I'm on this now, my notes are working well - I can get him to go even quicker, second time around there are more places where EOY is on the limit, he pushes on and between the back end stepping out on some of the tighter but fast corners and using the full width of the track on the faster curves EOY is made to work hard, but all's calm inside. Chicanes, what chicanes?? This car is so much fun. We catch and pass cars with ease, and then all of a sudden Stage 2 is done.... I look over. Are you out of breath Dave?? You're breathing a little heavy there!! What a rush - we were quicker again on Stage 2 and climbed further up the leader board, back to service we headed. EOY is running faultlessly, we pull in and the guys know we're trying here – there are smiles all round. This is what we've all waited all year for!!



Continued on Page 32

Rockingham Stages

Continued from Page 31

Stages 3 and 4 run in the opposite around the circuit with slight changes, but our system is working EOY is in full flow.... We catch two cars on a 90 left, 90 left, 90 right, 90 left section – she's so neat and tidy, then he guns it, OMG this is a rush – don't you dare I tell him; keep it tidy and no need for heroics, we've got this!! Composure regained, we pass both cars and the open circuit flows in front of us, down the start finish straight and hairpin left through the chicanes, hairpin right an flat out in front of the pit garages.... Now at the end of this little straight there's a kink, right then left, no hesitation EOY's got this - kink straightened out at full speed, we're on it!! OMG this is why we do this sport – the exhilaration is intense, at the end of each stage we are both soaked through with sweat and the intensity of the stage.

Back to service we head. Time for the two night stages, Super Oscars and Oscars fitted and we're good to go, well not quite.... It's nearly Christmas after all, pressie time for EOY – EOY gets blue LEDs fitted to the wheels and we're good to go.... There are lots of LEDs flashing as the cars head to stage start, even tinsel on some of the cars, its Christmas party time at Rockingham and we're gonna do this. Rockingham is a sight to behold on the night stages, spotlights all over the circuit it's fantastic. Off to the stage start we head, we edge up to the start line and on 15 seconds to go, the driver flicks a switch and EOY lights up the night sky, the engine revs build and she just can't wait to be unleashed – once again we're away, 90 left followed by 90 left and straight onto the circuit and a long 90 right, we need to concentrate here – there are lights everywhere.... It looks different in the dark he says... Really Dave?? You do surprise me, now focus and pay attention!! The first lap of stage 5 flies by, into the split and onto lap two, for someone who doesn't like carrots he's not doing too bad.... Towards the end of the stage we come through the chicanes in front of the pit lane garages and hairpin right, long straight, 90 left and 90 right and drop down to the TUNNELS!! Lights, music and action – OMG, the tunnel is lit up like daylight and the sound of the engine is magnified, no sparing the horses on this one then Dave. Up the hill, through the final chicane and stage finished. That was such a blast, there are places on that stage where we couldn't go any faster..... Into service and one stage left 'til the overnight halt. Stage 6 is the same as stage 5, once again keep it clean and get to the end – tomorrow we go again!! At the end of day 1, we're just outside the top 10 and EOY is running like a dream. Back to service, EOY is tucked up for the night and it's party time, everyone is on a high – this is so good!!

Good night's sleep and before we know it, it's Sunday morning. A quick peep out and it's white, and still snowing for all it's worth. This'll be interesting!! Breakfast eaten and we're good to go, so we head off to the circuit. It's a white out, not sure they're gonna run this – so we head off to Rally HQ to get the low down. The start is put back an hour, but the prospects of them running the Sunday stages are slim. At 10am the organisers cancel the Sunday

A wife treats hubby by taking him to a Strip Club for his birthday...

At The Club, The Doorman Says, "Hi Jim, How are You?"

The wife asks, "How does he know you?"

Jim says, "Oh dear, I play football with him."

Inside the Bartender Says, "The Usual, Jim?"

Jim says to Wife, "Before you say anything, He's on the Darts Team."

Next a stripper Says, "Hi Jim! Do You Crave the Special Again??"

The Wife storms out dragging Jim with her & jumps into a taxi...

The Taxi driver Says, "Hey Jimmy Boy! You picked up an ugly one this time...."

Jim's Funeral is on Sunday!!!

Stages for health and safety reasons, which on viewing the circuit is definitely the right call. 15 minutes to the awards, so we decide to stay in the warm and watch the awards being presented. Dave heads off to get the coffee.... The presentation starts, and the first award is for the leading mixed crew, and the winners are Dave Jennings and Lorraine Nixon.... Yeah, go Dave we've picked up our first award together.... Dave?? No Dave – he's still getting coffee!! Story of my life here.... looks like it's on me then, I take the plaudits on behalf of the crew and collect the awards.

Rockingham will be one week earlier in 2018 and may conflict with the Barbados Rally, but if you're not in Barbados then we strongly recommend a weekend at Rockingham – it's such a blast; a great circuit and a fantastically well organised rally with everyone in Christmas party mode – you gotta do it. I'm hoping for Barbados in 2018, but if we don't make it – we'll see you at the 2018 Rockingham Stages!!

Words by Rainey and Dave

(Lorraine Nixon & Dave Jennings)

Photos courtesy of MandH Photography

Gemini Communications Motor Sport Team



RALLYING



A belated Happy New Year to Everyone.

Firstly may I say a big thank you to everyone that assisted our radio team in 2017.

I can advise you that the 2018 Gemini Radio Championship is now open and on it's way, please see some of the qualifying rounds **on the next page.** (page 36)

We have two events coming very soon to wet your appetite the **Jack Neil Stages at Blyton** and the **BTRDA Cambrian National Forest Stage Rally** both in early February. The Cambrian rally will be running over 5 separate forest stages and staffing these stages with marshals and radio crews to make the event safe for the competitors is by no means an easy job. For my part I get the safety services, the Medic's, Rescue and Recovery teams organised along with the safety radio staffing, already well over 75 radio crews have already volunteered to assist on this event. However one of the stages the Alwen which in fact doesn't start till 12:30 in the afternoon still is in need of more radio cover, if anyone can assist please let me know.

Our next large event will be the **BTRDA Plains National Forest Stage Rally** on the 12th May, this one normally runs in the Dovey Forests. More information on this as it becomes available to us, but the lists are open and I can take your name if your willing to help with this one.

Over the course of 2017 we have three new radio operators wanted to join our group - Kevin James now Gemini 39 - Martin Rowe Gemini 66 - David Mainprice Gemini 70, a warm welcome to all of you. Lastly James Atkinson has changed his callsign to Gemini 19. We have again updated our web page so come and see us on <http://geminicomunications.org.uk/>

Bill Wilmer

MSA Regional Radio Co-ordinator:

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

GEMINI
MOTORSPORT
COMMUNICATIONS

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Website

www.geminicomunications.org

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

10th June

Keith Frecker Stages

Blackpool South Shore MC
Weeton

Sun 01 July

Enville Stages

Warrington & DMC
Anglesey

Sun 08 July

**Legend Fires
Greystoke Stage**

West Cumbria MSC
Greystoke Forest

Sun 12 Aug

**Gareth Hall
Memorial Rally**

Bala & DMC
Trawsfynydd Ranges

02 Oct - 07 Oct

Wales Rally GB

Sat 2/3rd Nov

**Neil Howard
Memorial Rally**

Bolton le Moors CC
Oulton Park

Sat 24 Nov

**Hall Trophy
Stages Rally**

Clitheroe & DMC
Blyton

Sun 25 Nov

**Glyn Memorial
Trophy Stages**

C&A MC
Anglesey

BIKE RIDES



May

Raw Dyfi Indro
Dyfi Forest Bike Trail

Sun 06 June

Manchester to
Liverpool Bike Ride

Sun 08 July

Manchester to Blackpool
Bike Ride

Sun 02 Sept

Manchester to Nantwich
Bike Ride

FIRE TRAINING

Sat. 18th August

Darwen Services

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Airedale & Pennine MCC

Rock & Heifer PCA

7th January

Great fun today at the Rock PCA. Now we now know the blue Mexico is faster than the other blue one.

Protons are faster than Mexicos.

The MSA did it again with a special 'guaranteed sunshine' permit. Our Landlord and host was seen walking about on the pub roof so he could get a better camera angle and several other cameras were in action.

Next events are February 11th and March 11th, then its on to the summer schedule of our sporting trial in April and the Classic Trial in May. Plus lots of rallies and trials all over the country too.



Rock & Heifer PCA

7th January

After spending over an hour trying to get Ben up so we could set off to do my 3rd PCA and Bens 2nd he muttered I'm not reading the map to get there. So we set off on an icy cold and snowy day over the tops to get to darkest Yorkshire. Some of the tight twisty hills were a challenge but we made it in time.

Sign on etc., Well I took the first six runs and didn't knock any cones so then Ben had his six runs on the first test, not sure how but he was nearly 1 second faster on every run. I had warmed the tyres up for him so I let Ben take his next 6 runs and I went second. May be the tyres were too warm now as Ben is nearly taking 2 seconds of my time!

Any way the last test is a bit faster only three runs and every one counts. The first 2 runs I was a bit closer but Bens Last run just over 2 seconds faster. That put him in First place overall although we didn't know at that point, Throughout the day we were watching some fast runs especially the blue Mexico Malcolm Davey (E) Ford Mexico



Stephen & Ben Holmes : Clitheroe & DMC



Marshal Training

January 27th

Warrington Campus, University of Chester

Informative morning covering the basic aspects of being safe while enjoying the sport we all love. The afternoon covered more specific subjects to your choice. The senior stage marshal course was very good and gave a good insight to how the hierarchy above the usual stage personnel works. As always the training days are interesting and there's always new things to learn even if you do the same subject every year.

There's a huge wealth of experience amongst the trainers and the attendees. It's a great way to start off the new season and to catch up with friends and make new friends as well.



HEXHAM & DISTRICT MOTOR CLUB

THE JANUARY JAUNT

24th. JANUARY.



The 2018 Hexham 12 Car Series got off to an unusual start.....the opening round didn't have a full entry !. The main reason was a number of withdrawals due to the current flu epidemic, however, 9 crews still made the start line for a 55 mile dash around Northumberland, the route running more easterly than normal as the organisers, with an eye on the weather, had decided to stay away from the fells and higher ground. Leaving the Swan Inn at Heddon the route ran parallel to Hadrians Wall before heading North via the well known yellows around Eachwik and Milbourne, the Hastings/ Wickham crew got off to a bad start, dropping 7 minutes at TC 1 as did Hewitt/ Lewis, out in the diminutive Suzuki Alto while the Mini is undergoing repairs, curiously, this was the only time either crew dropped all night.

The route headed almost up to Morpeth before using a very muddy yellow through Molesden before looping back to Mitford and then over some fast yellows through Pigdon before dropping down to the Dyke Neuk pub. George Harrison grew up around here and was revelling in the familiar roads, unfortunately his exuberance meant he overlooked a couple of route checks, still, he was happy!. The route then went West to Hartburn, round by Angerton where the Elands missed the post box which was a route check and then down to Bolam where both Jennings / Webb and Dodds/ Gibson failed to spot a route check.

Heading South from Belsay, the route dropped down to Stamfordham and then down the "Steps of Stairs" brown road that joins the B6318 at Whittle Dene, a quick 4 minute dash down to the A69 finishing off what had been a less testing than normal route although, had the event been a week earlier the conditions would have been considerably more severe.

With the navigation aimed more at Novice and Beginner crews it was no surprise to see the vastly experienced Ali Procters name at the top of the leader board, a late entry with Josh Davison, he achieved his normal clean sheet however, drive of the night came from Andrew Roughead/ Kevin Cousins, on their first Hexham 12 Car they dropped just a single minute to finish runners up and take the Novice class, beating some more experienced crews who might have fared better if they hadn't been careless spotting the route checks. The rally finished, as normal, with the traditional Hexham "Apré Rallye" buffet at the famous Dr. Syntax Inn, for some folk, the highlight of the evening.

Results :-

| | | | |
|----|----------------------------------|-------------|----|
| 1. | Josh Davison / Ali Procter | Proton GTi | 0 |
| 2. | Andrew Roughead / Kevin Cousins | BMW 320d | 1 |
| 3. | Ian Guthrie / Roy Hewitt | Ford Anglia | 3 |
| 4. | Chris Dodds / Pete Gibson | Peugeot 205 | 5 |
| 4. | Simon Jennings / Jonathon Webb | Peugeot 106 | 5 |
| 6. | James Hastings / Sophie Wickham | Proton | 7 |
| 6. | Sally Ann Hewitt / Mark Lewis | Suzuki | 7 |
| 8. | George Eland / Ian Eland | Proton | 13 |
| 9. | George Harrison / Stephen Crosby | Proton | 15 |



Blast from the Past

Ballad of the Mini Cooper

By Archie Fisher

My name is Mini Cooper and once was white as snow,
Till I met me a rally driver and rallying I did go,
He promised me fine trophies and I got them all its true,
But I'm sure that you will sympathise, when you hear what I've been through.
For he took me down a shady road so dark I could not see,
Oh there never was a driver who was half as fast as he,
He laid me on a mossy bank and gave me such a fright,
He examined my suspension with a spanner and a light
And when he saw that I was stalling he flew into a rage,
For he was trying to get me to a very special stage,
Then he tuned my carburettors up and gave my points a touch
So how could I resist him girls, when he slipped in the clutch
Now my back and sides are scratched and bottom red as rust,
My bonnet is all dented and my hydraulics bust,
I've got no brakes to speak of, and I think my head is gone,
So don't go in the forest, girls, without your sumpguard on

Little Johnny was caught swearing by his teacher.

"Johnny," she said, "you shouldn't use that kind of language. Where did you hear such talk, anyway?"

"My daddy said it," he responded.

"Well, that doesn't matter," explained the teacher. "You don't even know what it means."

"I do, too!" Little Johnny retorted. "It means the car won't start."

My wife used to suffer from insomnia, but I cured her myself.

When we go to bed all I need to do is tell her about my day at work, and she drops off in minutes!

Out and about with RAF Rescue

With not many events over the last couple of months we have been busy brushing up on our rescue skills with a couple of medical and extraction training sessions...

A trip to car transplants in Nantwich to chop some cars up is always good fun and always good to share

the vast wealth of skills the crews attending have to offer, even if its snowing!

More recently it was our annual visit to Lancaster for the weekend where we have a two day course, which covers medical and practical skills.

On the Saturday we met at Lancaster infirmary for a day of workshops on various subjects related to our chosen "hobby", to kick the day off there was a presentation to Omega Rescue who had in 2017 reached

their 50th year in motorsport as a rescue unit and who actually pioneered rescue units being on the startline of stages today. Soon after that we were given a presentation on electric cars and rallying from JeanHay who rallies a Renault Zoe, lots of interesting facts followed and lots of questions from the room.

After lunch we were divided into groups and headed off to various sessions in the afternoon covering the following

INCIDENT MANAGEMENT - This covered taking charge and thinking around managing the incident

OXYGEN - As a rescue technician this is a vital skill to have in assisting the paramedic knowing correct set up

PENTHROX - A new form of pain relief being trailed by emergency services in the Northwest

A PARAMEDICS PERSPECTIVE OF MOTORSPORT - An interesting presentation from Stubbsie

Sunday: this is the practical day and for the crew I work with assessment day including myself !

Set with an scenario we quickly attend to the casualty and establish we need to remove the casualty from the vehicle as he is unable to get out himself, a 360 survey of the scene and vehicle, establishes that its safe for us to work on, so a brief from Incident Commander Tim on what he would like us to do and we spring into action to safely remove the casualty.

With the side door now popped we have full access to one side of the vehicle, then as with all situations the scenario changes where we have to get the casualty out of the vehicle as his condition has now gone time critical, so i quickly strap his legs up and stubbsie then puts him on a long board whilst i support the casualties legs , we then when on the ground support this legs fully with the KED System and proceed to transfer him to a Stretcher.

The session is then stopped by the assessor and the debrief takes place on how we performed and any tips he may have for us.

For me I was going for my first Rescue licence assessment and successfully passed!! After putting in many hours training and attending motorsport events. With the assessor happy it was a safe and well executed extraction that's us all licensed for the next three years. We then start the task of cleaning everything away.

Next event for RAF Rescue is the Cambrian Rally check out our website www.rafrescue.org



BCCC announces regs and calendar for 2018

Preparations are well underway for the 2018 Britpart MSA British Cross Country Championship with the regulations and calendar recently announced at the Autosport International Show.

The BCCC, which also encompasses the Nat B BCC Trophy and Freeland Challenge championships, will start in April at Ceri forest in mid-Wales. As usual there will be six two-day events with the courses predominantly using forestry land – a mix of “rally” roads and offroad sections. Each event is typically around 70-100 miles long.

There has already been a high level of interest including both new drivers and drivers returning to the championship after a break. One such driver is Andi Skelley who has purchased a Milner R5 for his return to competition. The car is powered by a 470bhp 5.0 Ford Coyote engine so it should prove to be quite a sight in the forests. Skelley will have former BCC Trophy champion Paul Harris in the co-driving seat.

The entry fee for the full championship is £2,200, including registration, if paid before 23rd February. Alternatively it will be possible to enter single events as a non-championship crew.

The 2017 championships concluded at a rather damp Walters Arena. Martin Gould got the finish he needed to take his second BCCC title at the wheel of his Buxton 4x4 Rivet. Paul Rowlands was victorious in the BCC Trophy and Pat Masters won the Freeland Challenge championship, despite rolling his car at the last round. All the title winners are expected to return this season.

For more information please visit

www.facebook.com/msabccc or www.marches4x4.com.



Another successful EMMU MSA rescue training weekend

Rescue crews from all over the country converged on Lancaster on a cold weekend in January to take part in the annual MSA rescue training event.

The event, organised by Stuart Westbrook from EMMU Rescue, took place over two days with the crews receiving a number of presentations on day one followed by a practical session on day two.

The practical session involved the crews using their extraction equipment to cut the roofs off cars to facilitate the removal of casualties. Practicing using the equipment is a vital part of the training that rescue crews receive to help them deal with rallying and racing accidents.

For information on EMMU Rescue please visit www.facebook.com/emmurescue or www.emmu.co.uk.



Christmas and New Year - Done.

Endless amounts of gluttony at each of my childrens homes in turn - twice each! Too much money spent. Silly games played to death. Nothing but films on the TV (some enjoyable - some not) Too many late nights and falling asleep on the sofa after another round of Turkey sandwiches. Love 'em to bits but the over excited grandchildren do get a bit wearing after a while! Bah Humbug! Once a year is more than enough.

First event of the year for me involved a long trip South in the company of Andy Ritchie, Terry Martin and Jez Turner for the Bagger 18. Dave Whitaker and Terry Martin had a confirmed entry. Andy Ritchie and I had put an entry in but whilst waiting to hear if we had got a run I got talking to Terry at a CDMC meeting and it was looking as though Tickers car would not be ready. So a few phone calls later the confirmed entry got modified., Terry was now Navigating for Andy, Jez Turner and I then became the 'Support' crew with me volunteering to run a control. Thought about doing more than one but if our erstwhile crew had a problem we would not be able to help. So - one early control was it. We all met up at 1pm at the Tickled Trout for the long run down the M6 & M5 only stopping once (Frankley Services on the M5) where we were joined by Danny Cowell and Denis Quin and so we had a convoy. We leave the M5 at Junc 26 (Wellington) and drop the trailer off at the services (also 1st Petrol Halt). Andy and Terry jump in the BMW 318 Compact and Jez and I follow in the Vauxhall Mokka tow barge back up the M5 to Junc 25 then down the A358 to the Start at Chard. Except Our noble competitors in front take the 1st junction off the roundabout and head towards West Buckland rather than up the M5. Soon realise the error and are back in front. We turn off the M5 and head to Chard down the A358 and at Scruteneering there is no sight of our crew. They had missed the slot left off the A 358. Sign of things to come perhaps? See Terrys report on Page 30 . Bevan Blacker had a great result 4th O/A (report from Niall on Page 28). Danny Cowell was going well and well in the top 10 at Petrol but later succumbed to gearbox problems and retired as did 29 out of the 50 Entries (only 21 finishers)

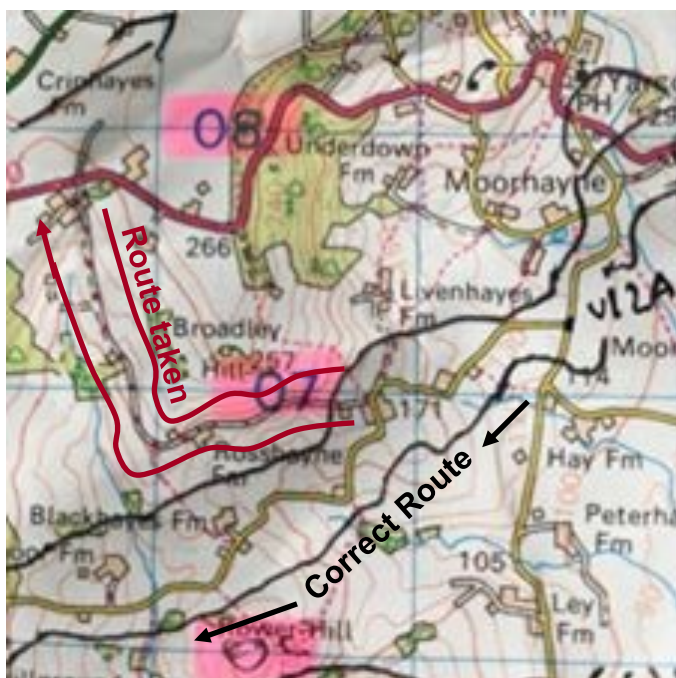
The following Tuesday was Clitheroe & DMCs Scatter. It snowed and was very slippery. No heroics from me and happy to get back to the finish in joint 4th with no big 'moments'. The Scatter was going to be followed on the Thursday with a run on maps 90 & 91 (Matthew Hewlett in the silly seat) doing an Eden Valley MC 12 car Rally but that got cancelled on Thursday morning - Snow. So Matt had now to tackle the Ryemoor without any real experience of Plot & Bash. A call from Steve Flynn, whilst I was on my way to Chard for the Bagger, saw me sitting in with him on the Ryemoor rather than marshalling it. Not my finest - but it was Plot & Bash and I was dosed up with Beachams to cope with the effects of 'Man Flue' (my report page 24). More of the white stuff to contend with but the Ice was the major problem. Very surprised that there were so few offs.

Thursday the 27th its Kirkby Lonsdale MCs 12 Car organised by Nick Townley - all on map 98. . . . Matthew Hewlett was sat with Ayrton & Matt Broadbent with Tony Harrison and I will be marshalling Well. . . that was the plan. On the Wednesday night I get a call from Nick 'Fancy Navigating?' and I am then sat in with Matthew Hoggarth (think I might start calling myself 'lastminute.nav'.) A little problem with just one instruction (a missing black spot) but we finished up running first on the road and on our due time but in front of the Course Car which meant that none of the code boards were in place. Nor the last time control. Lots of Fails for those 'missing' Code Boards! Still an 'Interesting and fun Night. (Finished last . . But moral victor . . . maybe)

Saturday (27th) its Marshal Training at Warrington Everything you wanted to know about marshalling all in one go instead of lots of bits And more advanced instruction too. Only thing missing was fire Training

Grumpy Old Git

Still Wittering On & On & On



Castle Howard on the Ryemoor Trophy

NORTH WEST RACERS

With Dave Williams and Rachel Bourne

JAAP EARNS HIS JUST REWARDS

Given his loyalty and enthusiasm for coming over from Europe to support motorsport at Oulton Park and Anglesey, all in the North West racing community were delighted when Jaap Blijleven realised his ambition of winning the Pre90 section of the Avon Tyres Northern Formula Ford 1600 Championship in 2017 after quite a few years of trying.

His success arrived in the fifth season that the resident of Haarlem near Amsterdam has been part of the series. Jaap had competed on the European Formula Ford 1600 scene since the turn of the Millennium but became disillusioned as he often found himself sharing tracks with faster machinery from higher formulae. He liked the concept of races solely for Formula Ford 1600 which are the norm in the UK.

Jaap therefore hooked up with UCLAN Racing – the team operated by students from the Motorsport Engineering degree course at the University of Central Lancashire – then started commuting to the race tracks of England and Wales to steer an immaculately prepared white Reynard FF88.

Working with UCLAN's undergraduates, the next generation of engineers, has been a joy because Jaap thrives on their enthusiasm – not to mention the superb curries that the team's chef makes at the end of Friday testing! As there is a new crew to get to know each season it adds an extra dynamic to the Dutchman's motor racing.

Blijleven is a hardcore speed freak, be it on land or in the air. Having flown fighter planes in the Dutch air force Jaap is now a commercial airline pilot with KLM therefore motorsport is a natural hobby for him.

As soon as he joined the Avon Tyres Northern Formula Ford 1600 Championship his pace was evident. During his debut season in 2013 he was in the thick of the action from the outset and took two victories – both at Anglesey – en route to second in the Championship. Only the blindingly fast Chris Hodgen scored more points than him.

Our Flying Dutchman had high hopes to go one better the following year but disaster struck the day before Oulton Park's opening meeting of the season. During testing a novice driver moved over to let Blijleven pass but during the execution of the manoeuvre lost control and speared into the side of Jaap's car inflicting untold damage to both man and machine.

The UCLAN students were able to repair the damaged cockpit section in the weeks after the accident but Jaap took a little longer to become fit enough to race as the impact had broken his collarbone. Although doctors inserted a plate to help with the healing process, a second fracture was later discovered and Blijleven was advised, to avoid the risk of complications, further intervention could not take place and he had to wait for nature to make the repairs.



Continued on Page 41

NORTH WEST RACERS With Dave Williams

Continued from Page 40

At times of adversity, the true nature of a person's character shines through and shortly after the crash Nick Johnson, the UCLAN Team Manager, had this to say about the nightmare weekend and then chauffeuring his injured driver across the breadth of the country for Jaap to catch his ferry home after the crash:

"Considering the personal injury and damage to his car I was amazed that over the race weekend, and then during the long drive back to Hull, how Jaap didn't once moan about bad luck or put any blame on anyone. He just made a few calls, took some pain killers and got on with it. When you factor in that he was so far from home and had to sort the logistics of getting his car and trailer to Holland... one thing is clearly evident: You can't flap the Jaap!"

The following year there were two more victories for Jaap in a very competitive season when he was up against two star performers in the shape of young gun Matthew Cowley and the ever rapid Jamie Jardine both of whom finished ahead of him in the Northern standings. Cowley moved up to the Post89 class the following season before crossing the pond this year to claim the F1600 Championship in America.

Blijleven loves a challenge and he relished the prospect of honing his skills to get on the pace of the front-runners – it is a well-known fact in motorsport that the last couple of tenths required to obtain the ultimate lap time are the hardest to find.

He and the UCLAN team took a very high-tech approach to finding the elusive extra pace by using the VBOX telemetry system supplied by Nigel Greensall. The very experienced and talented Greensall also got behind the wheel of Jaap's car to provide set-up and driving tips.

For 2016, Blijleven was just about on the pace of Jardine and it was a thrilling season as the pair battled for the title with Jardine coming out on top.

This year Jamie, Jaap's nemesis, moved on to other things paving way for the Dutchman to storm his way to the title as he took 12 victories out of 14 – only Jack Wolfenden and Wayne Poole beat him when they made one-off appearances at an Oulton Park Double Header in June.

It was a pleasure to see 5 years of hard work and dedication by Blijleven and the UCLAN Racing team lead eventually to them clinching the Avon Tyres Pre90 Northern Formula Ford 1600 Championship.

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the UCLAN team

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Report by Dave Williams,
Photos : Rachel Bourne

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2017 Final Scores

UK new cars sales (registrations!) ended 5.7% down on 2016 with December alone 14.4% down on the previous December. Clearly less appetite for massive end year pre registrations this time around. Diesel cars were 17% down for the year, a massive 31% down for December alone. Alternative Fuelled Cars (electric or hybrid) were 34% up for the year but still represent less than 5% of total sales.

Performance of different manufacturers differed little from last month's report although BMW as usual managed big registrations in December so just beat Audi for the year but both well behind Mercedes. Continued tears for Ford and anything to do with Citroen/Peugeot/Vauxhall as we must now get used to calling them. Of which more below.

Happy New Year?

Not likely I'd say. Most expect a further fall in new car sales this year but already special offers are flooding in to tempt buyers. VW are offering a further £500 against the December offer for those who take finance, SEAT now £1000 below December price across the range, Kia 3 years' free servicing on SUV models, Vauxhall 20% off selected stock and so it goes on. "Scrappage" schemes have largely been continued and in some cases been made more generous. It's a jungle out there and although I don't do plugs an old hand with a machete is useful to any potential buyer just now!

Many observers think the balance of power will move from the manufacturers to the dealers this year. With a further reduction in new sales it is likely that rather than demanding higher and higher standards from dealers, and bigger and more expensive showrooms the manufacturers will have to change tack to actually supporting their dealers. Certainly this happened in the last recession when certain manufacturers when looking that what they expected from their dealers changed the conversation from "must have" to "would be nice" when discussing certain of the standards they expected from the dealer.

What Dealers?

Leading accountancy firm KPMG have recently released a survey of senior people in the industry described as "explosive" by one observer.

In considering this you should remember that KPMG were Carillion's auditors of course!

KPMG claim to have spoken to almost 1000 senior executives in car manufacturers, dealers, suppliers, fleet customers, finance providers and so on. 75% of those questioned said 20-50% of "bricks and mortar" car dealers would disappear by 2025, only 7 years away. KPMG see the remaining dealers will need to concentrate on service and used cars to survive. And when used buyers switch to purchasing a self driving car over the internet what then?

Where's Diesel Going?

As already reported diesel car sales in the UK have dropped by 17% in 2017 and now represent only 42% of total sales against 48% in 2016. It's widely expected this trend will continue with diesel % of total sales down to 25% by 2020 and maybe 15% by 2025. However the savvy used buyer doesn't agree. Used diesel car values actually ROSE in 2017 and with new diesels becoming rarer the old facts of supply and demand may well see this trend continue. Of course this varies by sector (small cars are very much petrol now) and area (diesel is a VERY dirty word close to and within the M25) but to paraphrase Mark Twain I'd say the demise on diesel has been greatly exaggerated.

However worth noting that Toyota (great fans of the hybrid technology) have recently stopped selling diesel cars in Italy. Now Italy was a country where small cars were petrol (mainly Fiat 500s of course), Ferraris were petrol, and pretty well everything else was diesel. How things change!

What Does "One Careful Owner" Really Mean?

For many years that tag has been a great one to attach to any used car offer for sale. Of course the "careful" was never easy to prove but the "one owner" on its own was enough.

Of course many used car have had one owner that was a company, a leasing company perhaps, or even a car rental company. Is the tag then justified? The tabloid press, guardians as ever of fair play and truth above all, have recently jumped on this and suggested the "millions" of customers are entitled to a refund of "up to 100% of the purchase price" if they were sold a one owner car when the truth was that it may have had several or even many different drivers.

Experienced lawyers have suggested that the truth is a good way away from what the tabloids are saying but there is no doubt dealers will have to be more careful in future. However as is often the case emotion is ruling cool thinking here.

Would you like a car that is washed, valeted, has tyres and levels checked every few days? Then buy an ex rental car.

Would you like a car that has been maintained exactly in line with the manufacturers' service schedule with all repairs carried out when required because the driver or customer isn't paying for them? Then buy an ex lease car.

Last entrant To The Luxury SUV Market

Of course Land Rover started it all in about 1970 when they introduced the first Range Rover. I'm absolutely certain they had no idea where that would lead. As the RR moved gradually upmarket with 4 doors, fabric then even leather trim and so on others followed.

Perhaps the next big game changer was when Porsche introduced the Cayenne. Porsche had only ever made sports cars. Very soon the Cayenne was their best seller and others rapidly followed. Mercedes, VW, Audi etc etc. Porsche followed up with a smaller brother the Macan with equal success.

Next big break in the dam was Bentley, then suddenly Jaguar were offering SUVs as well as their stablemate Land Rover. Which like Porsche soon became their best sellers.

So what's left? Maserati have launched the Levante, Alfa Romeo the Stelvio, Aston Martin are hard at work on their SUV and are even building a new factory in Wales to produce it. And even Rolls Royce has announced they have an SUV coming. The Lamborghini Urus, 640 bhp of 4x4 is on the road.

Surely there was one manufacturer the died in the wool SUV hating sports car loving enthusiast could trust to avoid this mania. You know who I mean – those nice chaps in Marenello who've been turning out wonderful sports and racing cars for 70 years now. OK they started offering colours other than red, then it was auto boxes for the Yanks, suddenly turbos rather than high revving V8s and V12s, but surely we could still trust them?

OK they're not launching an SUV (Sports Utility Vehicle). BUT in late 2019 they will launch an FUV (Ferrari Utility Vehicle). Prototypes are built and running. Styling is pretty well signed off.

Why? Simple – money talks! Don't expect it to be cheap.

Land Rover Restarts Old Defender, Cuts Back New Car Production

Land Rover recently announced they would begin producing a luxurious high powered version of the old Defender. Not *quite* a new car though. They will be based on existing cars either provided by the customer or sourced by Land Rover Classic, then stripped back to the bare metal and completely rebuilt. LR can't produce new Defenders from scratch as they no longer meet safety regulations.

Power will be provided by a normally aspirated 5 litre Jaguar V8 producing 400 bhp and complemented by uprated brakes and suspension. Solid axles are retained front and rear so it should be an "interesting" drive. The interior is far more luxurious than Defender owners would recognise with leather Recaro seats and leather trim covering the dashboard, door panels and headlining.

The work can be carried out on any existing Defender, short or long, van or estate car. Only 150 will be produced, prices START at £150,000.

Meanwhile less happily LR have announced they are cutting back production of the Evoque and Discovery Sport models with the Liverpool factory that makes them going from 3 shifts a day to 2. LR cite the drop in UK car sales and the reduction in diesel demand .

PSA Get Tough At Vauxhall

Whilst as reported last month lawyers for PSA and GM continue to argue over the small matter of 500M Euros PSA feel they're owed PSA are starting to take the iron hand out of the velvet glove to move their new acquisition towards profitability. A senior PSA exec has been appointed as the new MD at Vauxhall. He's publicly targeted "dramatic" improvements to the company's performance. Late last year 400 redundancies were announced at Vauxhall's Ellesmere Port plant and this month another 250 job losses were announced, a total of about one third of the work force. It's being made clear that if Vauxhall in the UK can sell a lot more cars than they currently do AND at lower discounts than currently offered then Ellesmere Port is safe.

That demands they do what they've been trying (and failing) to do for more than 20 years now, sadly looks unlikely? Unite Union has promised to disrupt production at PSA's French plants unless both Ellesmere Port and Luton factories were protected.

Paul Gilligan



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



LE JOG^{'17}



Historic rallies don't get any tougher than Land's End to John O'Groats. 1450 miles in 3 days, where your success is partly measured in how much sleep you manage to snatch in between the competitive sections.

The main goal of the event is to stay as consistent as possible; for every minute you drop at a timing point you lose a Gold Standard. If you're slowest in class on a Test, that's a Gold fail. If you miss a control altogether then it's game over – you're out of the results altogether. The crew with the least penalties is not relevant on this event, that is why you can compete for a Gold medal whether you're in an Austin A35 or a Porsche 911. Regularities are timed so that you are penalised for every second early or late, so it's a gruelling mental challenge from start to finish.

Thursday before the event saw me hitching a lift from Kendal with the Mad Doc Simon Frost, who was driving Dan's media car this year. After 10 hours we reached Land's End where Mark Godfrey, my driver, had just finished scrutineering his MGB.

Friday after signing on, measured mile, driver briefing and a whole load of plotting we were ready for the pre-event dinner. This is after the customary briefing from Clerk of the Course Guy Woodcock. Guy (or Grumpy as he is affectionately known) reminded everyone about driving standards, warned of possible route changes due to snow and dropped a few dark hints about what lay ahead.....

Saturday morning. After an early breakfast of bacon butties we started from the Land's End hotel, via the first Test round the cliff tops of the Visitor's Centre. This led into a long schlep up the A30, where I delved into plotting the Welsh leg of the event. Two Tests at Cornwall College are always good fun, followed by two Regularities over Bodmin and Dartmoor where we had our first glimpse of snow. It wouldn't be our last.

After lunch at Exeter racecourse (bangers and mash, a personal favourite of mine!) another couple of Regs led us back to the M5. Darkness had now fallen with the temperature plummeting. Our first two night-time Regularities in south Wales before we reached the rest halt were a sign of things to come. We had a near moment and Mark had to spin the car to avoid a wall on the outside of a hairpin. Many others were not so lucky!

Abergavenny is where the last section of the day leg finished. It was quite a sight to see the on-event mechanics working on numerous cars sporting battle damage. A hasty dinner was followed by plotting the route for the TC section in north Wales, only to rub half of it back out for all the amendments for the snow blocked roads! Three of the five Regularities were cancelled as we headed north towards Chester, but the bulk of the TC section was passable which took place on 116; proper night rally terrain. As we started the TC section it felt like we were about to tackle rally Sweden - a consistent covering of 4 inches of snow greeted us for the next 50 miles. We got cracking into the first couple of sections before turning off a B-road to be confronted by six cars stuck on a hill. Slowly the navigators all pushed the various cars up the hill and we got under way, costing us 10 minutes at the next control.



Continued on Page 45

Lands End John O'Groats Continued from Page 44

A few controls further on we were presented with nine(!) cars stuck on a hill. I ran up the hill and assessed that we were not going to make it through, so decided to cut and run missing a loop and approaching the next control WD. This was a key decision as all penalties were later scrubbed at this control. But in by-passing the loop and the stranded cars we got a clear run for the rest of the TC section. After being on the same minute as Tomas (the MD of HERO) in his 911 for several sections he over-shot a junction on an obscure fork left. They struggled to reverse back up the hill to the junction while inadvertently pointing us up the correct road. Passing Owen Turner's stricken Mini on a steep hill we managed to maintain drive and keep going. We finished the TC section with a whopping 28 minutes dropped, but it turned out this was a fairly clean run in comparison to most crews. We made it to Chester for four hours of hard earned sleep. The next morning showed that we were holding one of only 5 Gold medals left.

Leaving Chester I was presented with another heap of plotting and after a hop along the motorway we had our first Test of the day at Lymm Services; a complicated little test to break up the journey though the north west. Back onto the M6 to Myerscough College for a coffee halt and a Test around the motorsport building. The first Regularity was typical GPMC Memorial type stuff on 102 and 97 - Dolphinhholme, Abbeysteads, Jubilee Tower, Littledale. Haylots was on the cards but had to be cut due to snow. Littledale was an ice chute from the top to the bottom, but we had a good run - best of the field dropping 40 seconds and passing 5 cars. Back on my local patch we had a test at Dan Willan's Yard followed by an old favourite at Tulchan in Cowan Bridge (formerly Jumpers). We clipped a fence at Dan's yard smashing a spot light, but a quick phone call to Kevin Savage saw us pop into his garage and unbolt a spot light from Jayne Wignall's car which was parked on the ramp. Next was lunch at Simonstone Hall, which was the location for Jeremy Clarkson's infamous dust up with a producer. Straight out of lunch with another heap of plotting and a Regularity over Buttertubs and Tan Hill to finish in the old Westmorland Rally territory near the A66. We wove our way north now with a quick control in Alston. Heads were being scratched at this point as the next Regularity used the roads round the edge of Kershope, narrow icy roads, demanding whites and obscure triangles were the name of the day. With another control in Newcastleton we were happy to be on the home straight for the day as we did a couple of easier Regularities over to Peebles and the only overnight halt of the event.

Temperatures plummeted over night as many of the battle-scarred cars, now sporting lumps of cardboard to try and keep some heat in the engines, were disinterred from the icy snowy car park. We had a really good run through the morning Regularities in the lower Highlands, picking up just 12 seconds over 12 timing points before we headed for lunch at Killin. Exiting lunch we were told that the Gold standard was extended to two minutes on the next section. We should have known what was to come as we started to climb over Ben Lawers; by the first timing point at the top we had caught four cars struggling in the ice. We dropped 1:07 over 4 timing points which shows how icy the road was! On the next link section through Pitlochry we were flagged down by Guy in the zero car going the opposite direction as the snow gates had been closed and we needed to cut route

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Photos courtesy of Tony North

. This was a shame as we lost three Regularities towards Balmoral and Aberdeen as we joined the A9 heading north to Aviemore. We did the last section in darkness, a series of tree lined roads with tight triangles and big snow banks. In the dark, private drives and junctions started to look the same... but we arrived at dinner with no major penalties. Due to the re-route we were now at dinner two hours earlier than planned and with a restart time pushed back by an additional hour we had over four hours to get our heads down, so we got a hotel room. The shower and change of clothes was welcome as the last leg of the event was another 11 hours restarting at midnight.

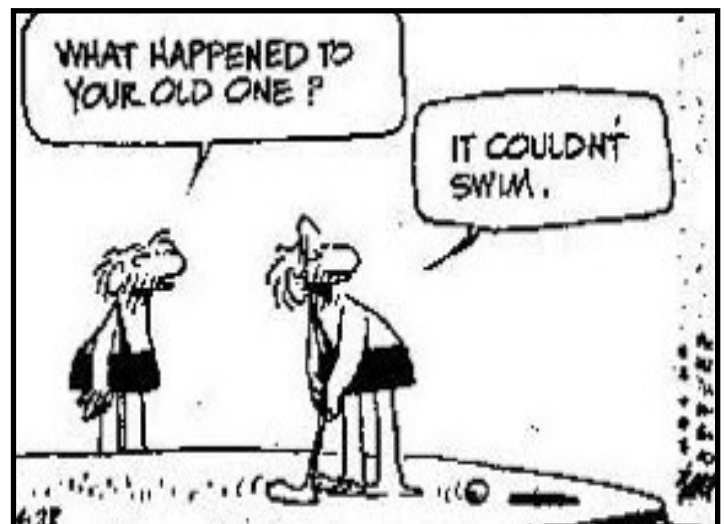
The start of Leg 5 is usually the longest section of the event. The Loch Ness Monster was planned as a 3 hour section. A gruelling challenge of roads, hairpins and whites where it is easy to become a bit like nodding dog as exhaustion kicks in. But due to the snow it was shortened to a more reasonable 22 miles. Getting to the start was easier said than done, as I once again had to join the other navigators to push five cars up the hill on approach to the start. We got going into the newly christened Mini-Monster and soon caught two Minis trudging along in the dark wilderness on the hills above Loch Ness. It was a strange, quiet, bitterly cold place with 3-4 inches of snow on the road and big snow banks that looked spookily inviting for an odd scary moment...

Skiach services provided a warm up, coffee and more plotting. Following this we headed north of the Black Isle above Inverness for a couple of Regularities where the snow had melted during the day and frozen again into sheet ice. We managed to get through with no damage, apart from sliding straight through one control.... But this section was the end of the event for two cars who suffered accident damage. It's surprising just how many roads there are in northern Scotland, many like tricky little mazes. It was around this time that we started to see cars skipping the competition and trudging up the A9 towards John O'Groats. Some cars are on their last legs, in others it's the crews who have given up and just want to make the finish. It's only the more hardy crews who do all the remaining competitive sections. The organisers were kind at this point in the event and built in lots of coffee halts and controls to help keep weary eyes open. Little Ferry kart circuit was the location for the next Test with sheet ice at 5am. Above Helmsdale was the next Regularity, starting on the main road it soon speared off into another snow blown wilderness. It was 6 am now and the locals were starting to appear on the roads. We passed another three cars then had to reverse up for a poor chap on his way to work, but we were on the home straight now and as such the roads were getting few and far between. You don't realise it until you get up there but the very north of Scotland is very flat and more like East Anglia in its topography.

One very flat and boring section later we appeared on the north coast and headed for breakfast at Thurso. After this we tackled the last Regularity of the event. This year it was a London map, taking in every white and farm track Guy could muster, at 9am on Tuesday morning! Finally we reached JoG, where we were greeted with the Piper and the ceremonial arch. With that it was all that done and dusted... apart from the 15 mile drive down to Wick to collapse in a hotel room until 4pm. When provisional results were posted we were delighted to achieve a Gold Medal, 1st overall on penalties and I won the coveted Clock Watcher's award.

If you get the chance to do LeJog, it will be one of the most tiring, mentally and physically exhausting things you ever do. 52 hours of driving in three days doesn't hit home until you actually do it. But the elation and euphoria of getting to the end is like nothing else. Apart from the sodding drive home from Wick with a hangover. That was no fun at all!

Martyn Taylor : Kirkby Lonsdale MC



NESCRO

Historic Motorsport In The North Of England & Scotland

Following their recent Annual General Meeting, which also featured the traditional "Sausage 'n Mash" lunch, the NESCRO organisation look set for another full programme of events in 2108 with the calendar featuring a good mix of events with night navigation, regularities, tests and the ever popular Cumbria Classic Weekend all featuring on the agenda and offering classic enthusiasts plenty of variety and, indeed, locations with NESCRO events stretching from the scenic splendour of Perthshire to the rolling Yorkshire Dales and across to the craggy mountains of the Lake District.

The popular NESCRO Challenge Series, dominated in 2107 by the Sunbeam Rapier of Andy Beaumont/ Andrew Fish, will return with a slightly revised scoring format aimed at giving the older and less powerful cars a better opportunity to score points. There will also be a Challenge Series for Targa spec cars, enabling those whose vehicles don't comply with Historic Regulations to have something to aim for. The series will again be co-ordinated by the affable Bob Hargreaves.

The 2018 NESCRO season will start on 24th February with the Hexham Historic, now the only night navigation event in the series, which will give crews the opportunity to sample the fabulous roads that abound in Northumberland. Then it's a trek up to Pitlochry and the ever popular Saltire Rally which promises some new test venues while retaining old favourites such as the famous Ardgulich caravan site tests.

April sees a gap in the calendar before the first weekend in May brings the Berwick Classic, this year with a brand new organising team after long time organiser, Stuart Bankier, standing down. The new team have the vastly experienced John Bertram on board so the event is in good hands. A week later comes the South of Scotland Car Club's Targa event and then there is a rush of events in June as the Ilkley Historic, Stocktonian, Shaw Trophy and Lake District Classic all compete to attract competitors, common sense would suggest that one or more of these events would seek an alternative date.

The Northern Dales Classic Trophy runs on July 15th, this proved an extremely popular addition to the programme in 2017 with the huge Weardale cement works providing a unique venue, then in August comes the Spadeadam Motor Club's Blue Streak, a multi venue event based near Carlisle where the local airport provides the venue for several tests. The following weekend it is followed by the hugely popular Cumbria Classic Weekend which commences with the Rose & Thistle Classic Tour, oversubscribed in 2017, then the following day features the Cumbria Classic Motorsport Show in the scenic surroundings of the historic Dalmain House near Penrith. This attracted a massive 750 entrants last year and is well worth a visit for anyone with an interest in classic cars.

The giant Nissan manufacturing plant near Sunderland will again host Durham AC's Wearside Classic, the hard working Gordon Dundee and his team always come up with some interesting and challenging tests over the car giant's test track and surrounding roads. A return to Dumfries sees the South of Scotland Car Club's Doonhamer Historic Rally, an event which suffered from a lot of organisational problems in 2017, it is hoped that the organisers have them sorted out now as the event features some excellent test venues.

October brings the Devils Own, the only HRCR Clubmans event to be included in the Challenge Series and it will be interesting to see how the NESCRO regulars cope with the complex regularities and speed changes that this event poses. The season finishes with the ever popular Solway Historic, always a great way to end the season and the Wigton Motor Club can be relied upon to make sure the season finishes in style.

On the NESCRO administration front, Graeme Forrester has taken on the Secretary's role in addition to his duties as Treasurer, Ed Graham continues as Chairman and will also be doing his usual stint as "Roving Reporter" while Bob Hargreaves will again look after the points tables for the NESCRO Challenge. There is the possibility of a new format website which will offer more up to date information with Ilkley's Joe Mallinson currently looking into this venture.

2018 NESCRO CALENDAR

| | | | | | |
|-------|----------------------------------|-----------------------|---------|------------------|--|
| Feb. | 24/25 th | Hexham Historic Rally | July | 15 th | Northern Dales Classic Trophy |
| March | 4 th | Saltire Classic Rally | August | 12 th | Blue Streak Classic & Targa |
| May | 5 th /6 th | Berwick Classic Rally | August | 18 th | <i>Rose & Thistle Classic Tour</i> |
| May | 13 th | Dumfries Targa | August | 19 th | <i>Cumbria Classic Motorsport Show</i> |
| June | 3 rd | Ilkley Historic | Sept. | 9 th | Wearside Classic Rally |
| June | 9 th | Stocktonian Historic | Sept. | 16 th | Doonhamer Historic Rally |
| June | 10 th | Shaw Trophy | October | 20 th | Devils Own Rally |
| June | 24 th | Lake District Classic | October | 14 th | Solway Historic Rally |

Northern Phoenix Trials Car Club

BTRDA Gold & Silver Star British Sporting Trials Final & Awards

Edenhall Nr. Penrith

Saturday 13th January

What great organisation for the BTRDA Trial on the 13th January in Cumbria which was run by the very efficient Northern Phoenix Trials Car Club rather more commonly known as the NPTCC. Not only did they organise a superb trial for the top sporting trials guys in the country who came from as far away as Cornwall but they organised superb weather too, this may have gone unnoticed some weeks but the following day the weather was horrendous with cold driving rain, plus gale force winds so choosing the right day was either a stroke of genius or an answer to a lot of prayers.

Following the trial there was an awards dinner at the North Lakes Hotel, this in itself is a wonderful establishment both for functions and for its top class accommodation being adjacent to junction 40 of the M6. Better still it was only 3 miles from the trials venue, it could not have been better situated.

About a 100 people attended the dinner and awards presentation this being a 'black tie' do I'm told it was amazing just how well the competitors scrubbed up after their exploits at Edenhall earlier on Saturday, remarkable transformation indeed.

Three NPTCC members were honoured including, Dickie Milne, Brian Thornton, and Martin Grimwood by a 'This is Your Life Event' which was well deserved by the recipients as they have put in a tremendous amount of work for motorsport over very many years.

This local club are one of the foremost sporting trials clubs in the country and have some great venues mainly around Penrith, Langwathby and Melmerby area although they do organise other trials if suitable terrain is available.

They also run "taster" days for people who would like a go in a trials car to see if the sport is for them before committing to the purchase of a car, "bouncers" are always required so if you fancy the sport you don't even need to buy a car. Visit their website and there is plenty of contact details on the website.

Cost wise cars can be bought from about £1000 to a new Crossle trials car at over £20,000 but for about £3,000 upwards you can get a reasonably competitive car that in the right hands will climb higher than a top of the range car in less experienced hands.

Northern Phoenix has a full calendar of events in Cumbria, they have BTRDA and MSA Championship rounds as well as club events.

There is a full calendar of events across North England, Darlington, Airdale and Pennine, Midlands including Shelsley, East Midlands, Gloucester, Bristol, Cornwall and Kent and Northern Ireland (Brian Edgar from Northern Ireland came 2nd). I have ventured to Northern Ireland myself to watch our son competing in trials there and you get a great welcome from the Irish people I have to say.

The Historic Sporting Trials Association HSTA are running eight annual events mainly in the South of which Mark Milne is a founder member he has close ties with the HSCC. These trials tend to be for earlier trials cars with Ford 1172cc engines or Austin 7 engines, no disc brakes and perhaps the most famous type of these cars will be known to many of you as Cannons, these were built by a guy called Mike Cannon and very highly sought after are these cars nowadays, they command a serious amount of money if you wish to own one.

However you can build a new one of your own from a set of plans or buy one from a smashing guy called Ian Wright who builds replica ones using the old 1172 sidevalve engines like the one in my Buckler. Bucklers were indeed used for trials in the 1950s as they were built to the regulations still in force today where the foremost sparkplug of the engine has to be a specified distance from the centre of the front axle. This effectively prevents cars having rear engines or radical differences in design, these events test the skill of the driver as much as possible although the best equipment is obviously an advantage.

Mark or Dickie Milne are the guys to speak to about these vehicles and sporting trials in general.

I've attached the "award" presented to Dickie Milne at the dinner, Dickie has been into all forms of motorsport and had numerous racing cars as well as trials cars, have a chat to him next time you see him he is like a walking encyclopaedia but not a boring one I can assure you.



Keith Thomas

Cumbria PWA7 Perhaps?

Reading the Pre War Austin 7 mag recently as a fairly new member having just joined earlier in the year I saw the note by one very active member from another area hoping a Cumbria Group could be established as a couple of members from many miles away had successfully responded to a request and located a couple of 17 inch wheels for Dave Nicholson so that he could compete in his Austin 7 on the forthcoming Northern trial on 17th February. There are a few members of the PWA7C living up here in Cumbria but there is no Cumbria centre group.

Well we might just have a glimmer of hope for Austin 7 enthusiasts as a little group of friends who are interested in old cars, steam engines etc decided a couple of years ago to have a monthly meeting at a local venue just for a drink and a general chat about our old cars, we decided to meet on the 2nd Wednesday from about 7.30pm and someone called it the "Dirty Fingernail Club". Formerly we met at Workington Golf Club as it is open to the general public, has a large car park that didn't matter if a few drips of oil were deposited during our visits, it had a bar and a lounge available often with no one else in on Wednesday evenings plus very helpful and friendly steward and stewardess. These meetings usually attract between 15 and 25 people and a number of them are current PWA7C members.

We are not a club as such just a group of friends who meet for a drink and chat about old vehicles in general but anyone interested into Austin 7s is very welcome to join us, however we have changed our venue and for the next few months we are meeting at the Wild Duck pub Branthwaite, Workington, Cumbria, CA14 4SZ as our hosts at the golf club have moved on to a new business venture.

It is advisable that anyone wishing to come to our meetings gives me a ring or e mails me at kandca.thomas@branthwaitemill.com in case we have to change our venue for any reason, in summer we may chose other venues for a bit of variety.

Current PWA7 members that come to our meetings include Dave Nicholson, Chummy special, Eric Smith who actually restored Dave's car as well as the current one Eric is driving and another one currently undergoing restoration, a glutton for punishment or a real enthusiast not sure which camp Eric falls into. John Hunter has an Austin 7 Cambridge, Chris Veevers is building an Ulster Special, Alan Smith owns an RP special saloon, Andrew Wright is currently competing in all VSCC trials in his Chummy, David Agnew is well on with building a trials Chummy special and myself with a very, very derelict Austin 7 chassis based trials special that I hope to rebuild but more of that later.

I know many of the Austin 7 competitors in the Bert Hadley challenge as I compete often at the same events in my supercharged Buckler MK5 reg number BEC542. I've used it in trials and rallies but mainly compete in revival hillclimbs such as Chateau Impney, Wiscombe, Barbon, Shelsley, Prescott and Boness

Other regulars at our 2nd Wed include Terry Richardson a former Austin 7 Ulster owner, he has a superb Alvis that he restored himself, Mike Mansergh who was former Chummy owner/ restorer he also restored an Alvis to concours condition as well as an AC Ace. Dick Smith the very well known VSCC racer, instigator and organiser of the VSCC Lakeland Trial that he personally ran for over 40 years, this event is still one of the "Classic" events of the VSCC calendar.



Cumbria PWA7 ?

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Dick is a regular. Ron Palmer of Carlisle, a 750 MC stalwart for many years and a member of the crowd that took an Austin 7 up to the top of the Lake District mountain Skiddaw in the 1960s. Chris Hodgson of Carlisle has been involved with many trials Austin 7s, his pal Ed Glaister of Carlisle has been circuit racing a 100e Ford Anglia since the 1960s, still racing it at Goodwood and other Revival meetings but has had countless other cars as well no doubt Austin 7s will have featured in his collection. Other regulars are Kirk Rylands the owner of a number of vintage cars and motoring author / historian Malcolm Bobbitt so many interesting people turn up often in their classic cars except in the depths of winter.



Ian Smith deserves special mention, he was former chief engineer on the Ravenglass and Eskdale railway where he built the famous steam loco "Northern Rock" in 1977, it is still in everyday use on the railway, he also built a couple of other steam locos that went to Japan, one of them was named "Cumbria" not sure about the other one. Ian has two Alvis's. Over the years Ian has machined and in fact still carries out work on Austin 7 components as well as many other cars, his knowledge is immense and in his 80s he is still racing his 12/70 Alvis at sprint hill-climbs at Shelsley, Prescott, Boness, Barbon and Harewood.

Anyone who fancies joining us is very welcome, as I said its not a club but the 2nd Wednesday is the usual date though very advisable to send me an e mail then I will add any interested people to our circulation list this way they will have up to date information as to what's happening then if there are any changes of venue or if we are organising a drive out instead to a different place of interest or a car collection they could amend plans accordingly

Looking forward to hearing from anyone that's interested in old cars and similar machinery

Keith Thomas

Branthwaite Mill, Branthwaite Workington Cumbria CA14 4SZ.

01900 603073

07778 659 338.

kandca.thomas@branthwaitemill.com.

Aristocat XK

JSV 139, the Aristocat XK prototype car, first hit the tracks in 1984, and has displayed and raced over the decades very successfully. Now semi retired but Lancashire Automobile Club members, Carolyn and Antony Taylor were persuaded to dust her down, bring her out and have a second season in last year's Jaguar Driver's club inaugural Hills and Sprint Championship for Jaguars of all types. Additionally Auto-tune Ltd. of Rishton sponsored the series.

The first event was at Croft, with a good turn out of Replicas: Kougar, Aristocat, D Types and saloons. Other events included Harewood, Loton Park, Shelsley Walsh, Aintree, Olivers Mount, Blyton Park and Curborough.

In the championship Thomas Robinson from Barnard Castle took first place in a D type, Adrian Evans York, came 2nd in a D Type and Blackburn's Anthony Taylor taking third place in the Aristocat.

We look forward to increasing grids in 2018; contact JDC. if you wish to join in.

Email : info@lancsautoclub.com

Phone : 07831-124417



Dirty Finger Nails Club

Wild Duck at Branthwaite

Once again the "Dirty Fingernail Club" as we have been dubbed met again at the Wild Duck Branthwaite where we were warmly welcomed and looked after very well by landlord Steve and his staff. Maurice Ellison editor of Spotlight made the 150 mile round trip to join us and he enjoyed chatting to the various individuals in attendance. Over 20 people actually made it to the pub despite various strands of flu causing some regulars to take to their beds for a few days.



Kirk Rylands sent his apologies as he had taken his Jag XK 140 down to the south coast to have the hood sorted so that it can actually be raised and lowered in differing climates as he uses the car not just in this country but on European tours as well, is this a sign of him getting softer at his age or is it because he is finally getting some sense at last. I leave that for you to decide.

People very kindly contacted me to say they were either recovering from flu themselves which seems to have very widespread this year or looking after other family members who were ill so we wish them all a speedy recovery.

A number of people are going to the BTRDA Sporting Trials final at Edenhall near Penrith so it gave them the opportunity to raise a few queries with Dickie Milne and Chris Hodgson who are heavily into the trial as officials or competitors, it is a feather in the cap of the local NPTCC club to be entrusted to run such a prestigious event but the organisational capabilities of this club are never in doubt whatever they do.

Our next meeting is on 14th February which for those of you who are romantically inclined is of course St Valentines night, this might cause a little hiccup at the Wild Duck as they will be busy catering for lots of these aforementioned romantics. However Steve is going to monitor the bookings situation and hopes to allocate us a small area as he has done the past two months for us to enjoy a drink and a blether as our friends north of the border would say.

If the situation becomes too difficult for us to meet at the Duck I will make other arrangements to meet nearby probably at our place which is only a couple of hundred yards away down the hill. I can soon put on a few beers, wine, tea and coffee but those of you who know me will testify my catering skills are rather limited with a limited choice of eats or rather snacks available unless Carol is at home which would be unusual on a Wednesday evening. Crisps can be either ready salted, cheese and onion or prawn cocktail ! Seriously don't worry you wont suffer from dehydration or malnutrition whatever happens I will sort something out just turn up at Branthwaite and check your e mails nearer the time.

Keith Thomas

Northern Rock

Restoring a car is a big job but building a steam loco from scratch such as Northern Rock takes great skill indeed as you can imagine looking at all the valves and equipment. Ian Smith seen here in his Alvis has built several locos, restored a number of cars but now in his eighties is still competing at sprint hillclimbs such as Boness, Prescott and Shelsley although he didn't start competing in speed events until he was well into his 70s, rather a late starter I think you will agree, many people have packed it all in at that age.

Well done Ian.

Keith Thomas



Our Man Down Under on WRC Rally Australia

I flew to Sydney on the Monday. It is a 3 hour flight so left early in the morning.

Arrived at Sydney mid morning, picked up my rental car, and headed straight to Coffs Harbour.

It is around a 6 hour drive to Coffs Harbour. You can tell you are getting closer to Coffs Harbour as the closer you get, the more road-works you encounter (it used to be single lane most of the way but is now more dual carriageway).

I set aside Tuesday and Wednesday to do a recce of the spectator spots.

The only real change to the route was a completely different set of stages on the Friday. Saturday and Sunday were the same as previous years.

It was a good thing that I checked the spots that I had been to before as the road may not have changed but where you could stand had.

Unfortunately the crowd control in Australia is very restrictive so you are limited on where you can go. This is quite important when you are going to be taking photos.

The weather forecast was for reasonable weather but it was forecast to get worse as the days went on (Sunday was looking as though it was going to be rather nasty).

Rally Australia follows the format of most rallies these days. Shakedown on Thursday and then 3 days of competition.

Shakedown was early Thursday morning. It is not well publicised so you have to hunt through the rally guide to find out the details.

The stage uses a lot of Sunday's power stage but in reverse.

There is a very big jump mid stage which is very good for pictures. When it is used for the power stage it is good spectating but no God for pictures.

It soon became clear that it was going to be a very dusty event as they had not had rain for a long time.

The cars were spectacular over the jump with Tanak being the craziest by far.

The ceremonial start is held late Thursday afternoon in the centre of the shopping area. Plenty of opportunities for pictures and auto-graphs.

Friday dawned fine.

There are 2 main spectator points. I decided to just stay at 1 as the second spot was okay but it was going to get very dusty.

At the major spectator points they usually have commentary provided by a couple of former local competitors.

Unfortunately they have no idea how to pronounce names and make numerous mistakes in the commentary. For real enthusiasts, you feel like wanting to go up to them and telling them to stop.

Rally Australia has a super special stage that is run on the first 2 evenings and is held close to the waterfront.

It draws a large crowd but like most of these types of stages is really for the non-enthusiast.

Saturday again dawned fine but looked like rain could be coming.

The first spot for the day was a go kart track not far out of town. It is great spectating but again not a lot of fun for the drivers.



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WRC Rally Australia **Continued from Page 52**

There were a number of other spots to go to for the afternoon but really only 1 worth taking pictures at.

I arrived about 2 hours before the stage was due to start as it is a popular spot.

After the 00 car went through it was announced that the stage had been cancelled. Turns out the car had crossed a 140 year old bridge that promptly collapsed.

Very disappointing after waiting for 2 hours but what can you do.

Decided to head back to the service park for the evening. The Toyota service area was by far the largest of any of the teams. You can tell that money is tight at M-Sport as their set up was by far the smallest.

Sunday dawned looking very ominous.

Headed to the Wedding Bells stage which doubled as the power stage. It is a very popular spot with lots of spectating options.

Not long after arriving it started raining. The rain progressively got heavier with streams flowing down the road.

I had set myself up at the watersplash which already had enough water.

I had decided that taking pictures was not an option due to the intensity of the rain but 2 minutes before the first car was due to arrive the rain stopped.

Quickly assembled the camera and proceeded to take lots of pictures. Stayed in the same spot for both runs of the stage.

The finish was held in the same spot as the ceremonial start. Not as many people around this time.

Not long after things finished the rain started again so the timing was very good.

Overall a very good event but there is talk of it being moved due to low spectator numbers.

It is easy to find the spectator spots as they are all signposted on the roads.

I just wish they would be a little more flexible with where people go to (but I guess they have to cater for the lowest common denominators if you know what I mean).

Joseph Lewry
Hamilton, New Zealand



That Was The Year That Was

27 events . 21 finishes . 3 x 1st in class. 3 x 2 in class. 2 x 3 in class. SD34 Motorsport Group 1600 class co driver winner . 2nd 1600 co-driver in North of England Tarmacadam Rally Championship. Motor Club overall co-driver winner. 3 class cars and drivers Micheal , Jan and Dave. A couple of last minutes with Paul.

Thanks to all for this year drivers , organisers, marshalls and Kari for putting up with me being away more than at home.

2018 is to be another epic year with a confirmed entry into the MSA Asphalt Series with Micheal in the Focus , taking us to Belgium , Ireland and around the UK. Also another full programme of forrest rallying with Jan in the Subaru (championship yet undecided). I will also be guiding Dave around various single venues in the 205 Gti.

AND The Chonka Evo is to make a welcome return !!!! I am pleased to say that over the next few weeks the yellow peril will be back with Big Geoff Simpson at the wheel we will be competing in the SD34 MSG Championship 2018, about time and good to have the big guy back .

All the best for 2018 and see you all around the various venues

Bruce 'Chonka' Lindsay : Pendle & DMC

Harriers v Cyclists Up 'T Top and Back

I can vividly remember the conversation I had with a Strava friend during a sunny November commute along the Leeds Liverpool canal. He told me of this event he had entered where cyclists took on runners over an off road route on Baildon moor to see who was the quickest. This sounded like a great idea and after finding out when the 2017 event was due to run I made a firm commitment to do it!

A bit of background in to why I thought I could do well on this event. I have mountain biked since my early teens, I commute on my CX bike every day and have competed on bike trials on Shipley Glen and in September completed a 63 mile fell race in Wales called the Snowdonia 50 Ultra. So I thought I would be able to put in a decent effort on this event as it brought all those disciplines together. I think I was being a tad optimistic!

Fast forward to November 2017 and I'm at the bottom of a very steep, lush grassy hill looking up to a feather banner at the top being buffeted by the wind with a glorious blue sky behind it. I couldn't see anything else other than blue sky because the hill was so steep it blocked out all views above it! All competitors were counted in to the start pen and were making nervous adjustments to their kit and waiting for the starters signal to go.

I had no idea what was at the top because I hadn't had chance to recce the route so every crest and corner brought a new experience and at times a 'woooooaahh!' The starters signal shot across the lycra clad ensemble and it was a race to see who could get out of breath the fastest using a 1 in 4 gradient hill to aid them! I didn't even bother getting on my bike, a skinny tyre clad CX bike with road gearing, so just ran with it or carried it up. Once over the crest a lovely sloppy meadow revealed itself which was peppered with cow hoof holes that seemed to be about a quarter of a peddle turn spacing which didn't do much in the way of aiding forward motion!

Life became a little easier for the cyclists once through the field in the form of a concrete slabbed road but as this was full of runners the lush grass meadow, now clear of cow pot holes, was the better route. This led on to an extremely slippery downhill ginnel which the cyclists had to dismount to navigate otherwise there would clearly have been some mown down runners. The ginnel opened up into a wooded area and it looked passable on a push bike so I hoped on, then 2 metres later hoped back off! Rocks, leaf mulch and branches were a few of the obstacles so it was back on the shoulder for the bike and a climb up a steep rocky slope which brought us out on to the road crossing Shipley Glen.

Hurrah! Now I could start clawing back the runners that had quite literally sprinted off, navigating the bike halting obstacles with ease. Errr....no. They were just as quick over the rocks and stream crossings and with only certain lines suitable for bikes any gains were soon lost getting off the bike and carrying it over the different challenges.



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Up't Top

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We then dropped down into a small disused quarry then turned up a long, long, long and continuing long climb right up to the top of the moor to the left of a caravan which site left me struggling to stand up and focus! Seriously, it was a long slog and my lungs were burning. I had no idea what to expect as I stood at the bottom of the hill at the start but it wasn't this! My lungs were ready to explode and my frustration at not being able to get on the bike was winding me up. I had road gearing on so the few times I did hop on, my speed could be measure with a sun dial so I resigned myself to the fact I would be pushing to the top but also took comfort in the fact I would soon be flying down on the return leg. Hmmm....

The top of the climb was in sight and I had seen some riders and runners going back down the hill over to my right but when I got to the top I found out the route went to the left and off downhill to a bench where we turned right and started the return loop. As I navigated the rocky decent I started to regain my composure and not sound like I was drawing my last breaths! I let off the brakes, whizzed round the bench and bang! My tyre rolled off the rim, the inner tube caught the frame and exploded. 'Oh my golly gosh' I shouted at the bike, 'what have we here!?' Well, I used some of the letters in those words but not necessarily in that order! I was gutted! I had done all the hard work getting to the top, was ready for a great blast back down and having made a conscious decision not to carry a spare tube or kit to change one was faced with a long walk back! Engage proper sulk mode!

I pushed the bike for a few hundred metres cursing everything that came in to sight and questioning why I ever thought this was a good idea. However, mid sulk I decided that I wasn't going to miss out on the return trip and decided to remove the tyre and put that round my neck and body, put the inner tube in my pocket and ride on the rim! The ground was soft, it was downhill and although I had only bought the rim the week before I wasn't prepared to miss out on the fun bit! And off I went. On the moorland the rubber-less wheel was great and cornered quite well. On the first steep downhill bit I didn't really notice it as the back generally follows along darting between the rocks and chilling out while the front end does the work. The road crossings were a bit spine tingling and the rocky traverse on the top of the Glen resulted in a few 'ouch' moments.

Then came the drop off the Glen into the woods. It was a very narrow entrance into a drop which would be daunting enough on a mountain bike and was even more so on a cross bike leant over the handle bars. I didn't really have time to think about my plan of action as I was at the top of the drop before I knew it so just leant back over the bald rim and held on! Aluminium against rock grind and crunches came from the back but fortunately the skin against rock blows didn't come and I concentrated on picking a route through the remaining drops and rocks to get back to the ginnet. I was very pleased with myself and celebrated by getting off and pushing my bike up the hill!!

The concrete slabs back up the field felt wonderful as the by now thoroughly abused rim crunched over them. The cow potholes stopped me dead with no grip from the rear but the drop down the start hill to the finish line was superb with the rear wheel offering absolutely no braking assistance whatsoever but it did help cornering! I got off my bike and didn't really want to look but had to inspect the rear wheel. Fortunately it had filled itself up with peat and mud which was so compacted it had offered some support. There were the odd dents and folded over bits but nothing had split or cracked. After consuming most of the water on offer I put the bike in the car and headed for home.

Once home and after removing the compacted landscape from the rim and filing the edges to a smoother finish I set to re-forming the areas which had suffered the bigger impacts. After a bit of tweaking and bending I had what seemed to resemble quite a good, straight wheel. I put a new inner tube and tyre back on and hey presto it worked! I have been commuting with this wheel now for a couple of weeks and all seems fine.

So a top day with plenty to keep one amused! The event itself was very well run and the ladies at signing on deserve a medal for organising the hundreds of eager competitors and being able to read the scrawl on the forms. A big thank you to all the marshals as well for making sure we kept going in the right direction! I will definitely be back for another go and turn up a lot fitter. It's only when you race against the people who run and ride competitively do you realise the bar is set quite a bit higher than the one you are working to! Very impressive performances from the front runners and riders and although I didn't do much to uphold the push bikes name the winner this year was a cyclist!

Neil, (The Wheezer) Raven : Ilkley & DMC

MSA Extra

THE  NEWSLETTER FOR BRITISH MOTOR SPORT

NEW DIRECTORS APPOINTED

The MSA welcomes several new Directors in 2018, led by David Richards CBE as the new Chairman of the MSA Board.

For 2018, the Motor Sports Council has nominated four new non-Executive Directors: Mike Broad, former British Rally Champion co-driver and Chairman of the MSA Rally Championships Steering Group; David Lapworth, Technical Director of Prodrive and Chairman of the MSA Technical Committee; Richard Norbury, Chairman of the MSA Judicial Committee; and Ian Watson, General Manager of the British Automobile Racing Club (BARC) and Chairman of the MSA Race Committee.

The Royal Automobile Club has nominated its Chairman-elect, Ben Cussons, to return to the MSA Board. Cussons, who is an active competitor, previously served as a Director from 2002-14.

The MSA Directors for 2018 are:

| | |
|-----------------------|---|
| David Richards CBE | (MSA Chairman) |
| Simon Blunt | (MSA General Secretary) |
| Mike Broad | (Motor Sports Council) |
| Ben Cussons | (Royal Automobile Club) |
| Danesh Gangahar | (MSA Finance Director) |
| Christine Gaskell MBE | (Royal Automobile Club) |
| Tim Jackson | (Nominations Committee of MSA Board appointment) |
| Rob Jones | (MSA Chief Executive) |
| David Lapworth | (Motor Sports Council) |
| Nicky Moffitt | (automatic appointment as Chairman of Regional Committee) |
| Richard Norbury | (Motor Sports Council) |
| Rod Parkin | (Nominations Committee of MSA Board appointment) |
| Peter Read | (Royal Automobile Club) |
| Tony Scott Andrews | (automatic appointment as Chairman of Motor Sports Council) |
| Ian Watson | (Motor Sports Council). |



RICHARDS OUTLINES VISION FOR FUTURE OF MSA AND UK MOTOR- SPORT

New MSA Chairman, David Richards CBE, outlined his vision for the future of UK motorsport during the Motorsport Safety Fund Watkins Lecture at Autosport International (12 January).

During a wide-ranging speech to an audience of 500 members of the motor sport community, Richards reflected on both the challenges and opportunities facing the sport over the next five years.

"I see my new role as providing clear and decisive leadership, against the backdrop of a rapidly shifting landscape, with a singular objective: to create a sustainable future for motorsport in the UK," Richards said.

"First, we need to identify the threats and risks to UK motorsport, then establish plans to mitigate them. Second, we need to chart a safe passage through the broader external challenges UK motorsport faces, whether they be political, economic or social, as well as the legal environment in which it must operate. Third, we must safeguard and improve the financial landscape of the MSA – for without the right financial resources we can neither promote UK motorsport effectively nor invest in its future."

Richards explained that an immediate task is to aggregate insight from across the many UK motorsport disciplines. That research will encompass competitors, regulators, legislators and volunteer officials from across the spectrum, as well as the motorsport media. "I am very confident that the feedback we receive will help shape the future direction of the MSA and create a forward-looking plan that we can all embrace," he said.

Richards said that this plan will cover areas ranging from participation, diversity and cost to promotion, commercial outlook and e-sports. He also placed an emphasis on volunteers, whom he described as, "the very life blood of motorsport."

MSA ISSUES VNUK UPDATE

The MSA is continuing to engage with the Department for Transport (DfT) on Vnuk, a 2014 European Court judgement that threatens the future of all UK motorsport.

The court ruled that EU countries must look again at how they enacted EU motor insurance law in each country. The court interpretation would require all motorsport vehicles to have compulsory third party motor insurance. The MSA's preferred solution is for motorsport to be excluded from the EU's motor insurance directive; this is also the UK government's preferred option.

The MSA is encouraging the DfT to push for an amendment to the Motor Insurance Directive in Brussels to exclude motorsport. The MSA is also due to reengage with the DfT regarding proposals to change UK law, also to exclude motorsport from any legislative changes.

Simon Blunt, MSA General Secretary, said: "While the threat to motorsport hasn't changed, we're still lobbying in Westminster and Brussels to ensure that any change to the EU directive excludes motorsport and if that doesn't happen or if Brexit comes sooner, to ensure that the any changes to the Road Traffic Act exclude motorsport. While there are no specific calls-to-action at present, there is certainly no harm in members of the motorsport community continuing to raise Vnuk with their MEPs to ensure it remains high on the agenda."

MOTOFEST TO BRING COMPETITIVE MOTORSPORT TO COVENTRY

Motofest Coventry will become the first speed event organised under the new closed-roads legislation in England when it brings competitive motorsport to the city on 2-3 June.

A series of time trial events drawn from the British Automobile Racing Club's (BARC) various championships will run on a sprint circuit carved out of Coventry's ring road. It will be the first time a UK city centre has seen competitive motorsport since the Birmingham Superprix in 1990.

Motofest Coventry has been working closely with the MSA and Coventry City Council since last April. Rob Jones, MSA Chief Executive, said: "The MSA is delighted to have issued an Event Organising Permit for this year's Motofest Coventry, which will be the first Speed event organised under the new closed-roads legislation in England.

"The organisers took exactly the right approach by fully engaging with us before embarking on detailed plans and it has been a pleasure working with them to make this exciting competitive event happen. Suffice it say that we very much look forward to heading to Coventry in June for what is an important event for a city whose heritage lies in the motor industry."

James Noble, Motofest Coventry Festival Director, added: "The Motofest Coventry team would like to thank the MSA, Coventry City Council and the BARC for all their support and assistance in enabling us to bring competitive motorsports to Coventry, the UK's spiritual home of motoring."



HISTORIC CAT ONE AND 2WD SHOW SIGNS OF REVIVAL

Organisers of the MSA British Historic Rally Championship say they are hoping for between 80 and 100 two-wheel-drive cars on the season-opening Rally North Wales (24 March), as the category shows signs of a revival.

The event will run to the new Rally 2WD format – influenced by the 2017 Pirelli International Rally itinerary – which effectively means running two rallies back-to-back: the first for all two-wheel drive cars and the second event for all four-wheel drives.

The concept allows both events to run in a day and comply with MSA requirements and has helped to renew interest in gravel rallies among historic Category One and 1600cc crews. In response, the championship has introduced a new category, BHRC2.

Championship organiser Colin Heppenstall said: "The overall BHRC is, of course, topped by the pace-setting cars and BHRC2 will be the ideal championship for clubmen, younger drivers and those moving to historic rallying for the first time.

"The very encouraging response to the new Rally 2WD initiative includes a significant number of drivers from Category 1 and those with 1600cc cars," said Heppenstall. "We believe that the launch of BHRC2 will help to encourage these cars back out onto the stages."

Meanwhile the BHRC has announced that Fuchs Lubricants will be its title sponsor this year, in a partnership that further strengthens the links between Fuchs and the Roger Albert Clark Rally Motor Club.

LATEST MARSHALS PRIZE DRAW WINNERS ANNOUNCED

Colin Hunt and Ella Tyson have won the latest MSA monthly marshals prize draw and will receive driving experiences courtesy of MotorSport Vision (MSV) and MotorSport Vision Racing (MSVR).



Technical

Updates, clarification and advice



MSA Helmet sticker location

We have been made aware of a few instances recently where the MSA helmet sticker has become damaged due to the sticker being rubbed by the FHR Tether. In all these cases the sticker was positioned behind and level with the anchor post.

Regulations require the sticker to be located *in the approximate location of the driver's right ear* so to avoid the possibility of rubbing from the tether it is a good idea to locate the sticker above the area of the tether and anchor as shown in the photo.

FIA Seat homologation withdrawal

The FIA have issued notice of the withdrawal of the homologation to the FIA 8855-1999 Standard for the seat as detailed below:

| Make | Model | Homologation number |
|-------------------|-------|---------------------|
| BORDER MOTORSEATS | SP-4C | CS.213.08 |

This means that for any cases where a currently FIA-homologated seat is mandatory, any seats bearing this homologation number can no longer be used. Should you come across such a seat, please advise the competitor accordingly. A complete up-to-date list of seats homologated to the FIA 8855-1999 Standard – including details of all seats with homologations withdrawn – can be downloaded from the FIA website at www.fia.com/sport/homologation.

Speed forced induction equivalency

We have been asked to clarify the forced induction equivalency factor applied in Sprint and Hill Climb events, in light of the new Standard Car category in (S)11.9.1.

Simply put, regulation (S)10.3.1, which details an equivalence of 1.4, applies to all vehicles except for those competing in a class under the Standard Cars category where an equivalence of 1.7 is applied per (S)11.9.1.4.

Vehicle Passport / Competition Car Log Book owners

We have had a couple of instances recently where we have had reason to contact the owner of a vehicle issued with a Competition Car Log Book or vehicle passport, only to find that the owner on our records and detailed on the document was not the current owner of the car. In one case the vehicle had changed hands two or three times.

It is vital that the MSA are informed of a change of ownership so that our records can be updated, this is a requirement detailed in regulation J2.1.5. If you are presented with a Passport or Logbook where a change of ownership has not been recorded, please mark the document accordingly and advise the owner to return it to the MSA as soon as possible.

Seat homologation expiry

We have had queries from both Competitors and Scrutineers recently regarding the applicable expiry dates of FIA Homologated seats. The confusion arises from the changes in the FIA labelling requirements for the seats since the hologram labels were introduced. And the expiry date depends on the type of label affixed to the seat.

Seats manufactured between January 1st 2012 and 31st December 2013 will have a Date of Manufacture detailed on the label. For these seats the expiry date is the end of the month 5 years from the date on the label, shown in example (a) below.

Seats manufactured since 1st January 2014 will have a Not Valid After date detailed on the label. For these seats the expiry date is 31st December of the year on the label, shown in example (b) below.



(a) Expiry date 31st May 2017



(b) Expiry date 31st December 2019

Schroth SHR Flex.

The FHR device shown in the images below was presented at a recent circuit race event. The FHR is a Schroth SHR Flex, although Schroth do have a number of FIA homologated FHR devices, this particular model is not homologated by the FIA to standard 8858-2010 or 8858-2002 it only has sfi approval.

To be acceptable for MSA events where an FHR is a mandatory requirement, the device must be FIA homologated, thus this particular model is not eligible where an FHR is a mandatory requirement. All the FIA homologated FHR devices are detailed on FIA technical list No.29 which is available on the FIA website



Helmets stickers

From time to time we do still get reports of helmets being presented for scrutineering with the wrong colour MSA helmet sticker having been applied. A typical example would be a helmet to one of the Snell 'SA' standards being fitted with a green karting helmet sticker, as it was originally presented at a kart meeting. If that helmet is then taken to a car meeting, the green sticker is not acceptable – although the Snell standard is. Whilst this scenario is easily solved by subsequently applying the correct sticker, it is far from ideal for the competitor or scrutineer in terms of time and (albeit small) financial outlay! As a visual reminder, the pictorial below demonstrates which colour sticker must be applied to which helmet standard. Note that the Snell SA2005 and SFI standards are confirmed to expire at the end of 2018, so if you do come across helmets bearing any of these standards it is worth advising the competitor that they have a little over 12 months usage left.



Frontal Head Restraint MSA approval stickers

You should have recently received an email notifying you of new regulations approved by Motor Sport Council, among those changes was the introduction of an approval sticker for Frontal Head Restraint 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 condition and compliance with the regulations.

This sticker can then be removed by the scrutineers if the FHR is found to be damaged, not in compliance with the regulations or involved in a significant accident – in much the same way as is done with the helmet sticker. The sticker is made of the same material as the helmet sticker so if removed it will void and cannot be re-applied. The cost of the sticker to the competitor will be as the helmet sticker at £2.50, the cost to the scrutineer will also be the same as helmet stickers.



Timing Strut

This image was forwarded to us by a Scrutineer and was taken at a recent Sprint event. We were amused by the juxtaposition between an £80,000 Audi S8 being presented with a well-used plastering trowel for a timing strut, tie wrapped to the front grill!

In reality, providing it meets the dimensional requirements and mounting location regulations as detailed in (S)10.9 then there would be no issue. However, we would expect any timing strut to be more securely mounted, tie wraps alone are simply not sufficient!



Wheel Spacers

There is a general vehicle regulation (J5.8.2) that limits the thickness of any wheel spacers to a maximum of 25mm (except for Cross Country Vehicles which are permitted up to 30mm per P56.6).

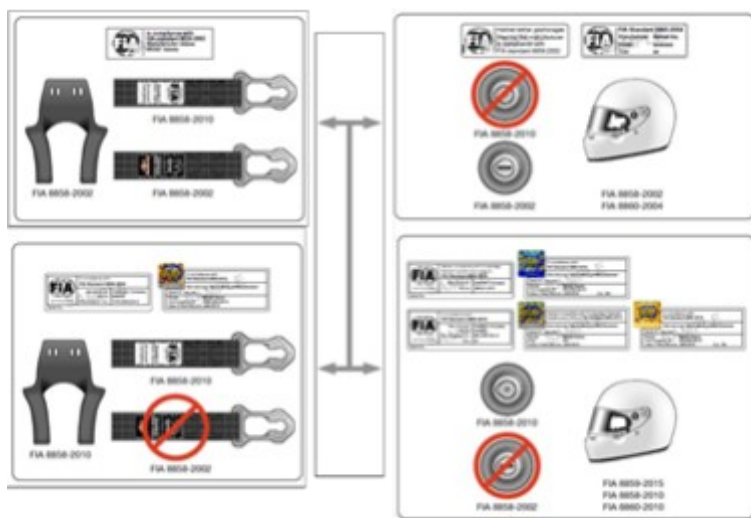
The images below were taken by a scrutineer at a recent single venue stage rally at 3 sisters, the car had only recently been inspected for a Vehicle Passport and was competing on its receipt, as can be seen the spacers present were at least 100mm front and rear! We would hope these spacers were not present when the vehicle was inspected for its passport, but in any case, they clearly do not comply with the General Regulations.

Whilst not always easy to spot, particularly if the car does not have an open spoked wheel design, experience will lead you to take a closer look at any vehicle with an unusually wider track, or an unusual wheel offset which can indicate that spacers are being used.



FHR tethers

The FIA have recently revised their diagram showing the compatibility of FHR components for a bit more clarity and detail. To read this diagram correctly you look at the boxes on the left to show which tethers are compatible with which FHR devices and the boxes on the right show which tether anchor posts are compatible with which helmet standards. The arrows in the middle then show that all tethers and all tether anchor posts are cross-compatible.



Non-lead-acid batteries

In the recently published MSA approved rule change, there was notification of a new regulation covering the use of non-lead-acid batteries as the main vehicle battery, Lithium-Ion being the most common non-lead-acid battery. The new regulation comes into force from 01 January 2019, but is publicised a year early to give ample time for manufacturers to register.

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 Technical Department and competitors should be advised to ensure that the manufacturer of their battery has registered before 2019.

Regulations for consultation

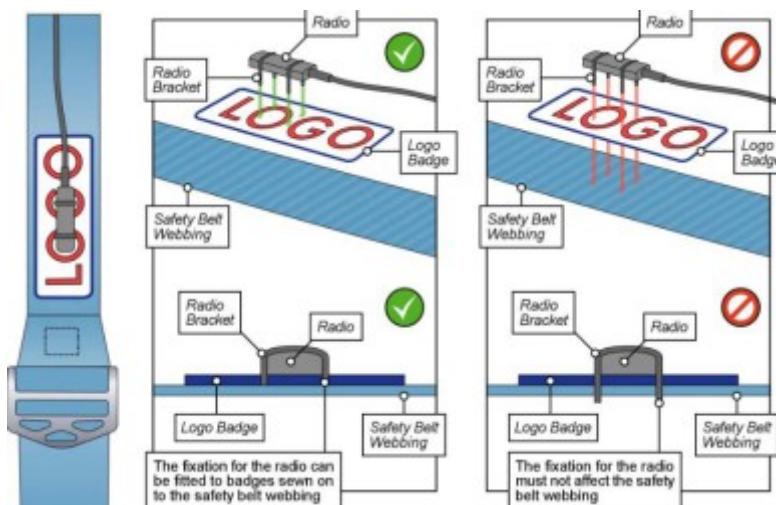
The latest regulation changes proposed by the Rallies Committee will shortly be available for consultation on the MSA website at:

<https://www.msauk.org/consultations>

Please have your say. Thank you!

Radio connectors fixed to harness

We have received the following advice from the FIA, regarding the fitment of radio/intercom connectors or microphones to harness straps. As shown in the diagram below the fixation, be that stitching, cable tie or any other method, must only go through the material of the badge on the harness strap, it must not in any way affect the harness webbing. Any holes punctured in the harness webbing for the fixation of a radio system will invalidate the harness



Fire extinguisher pressure gauges

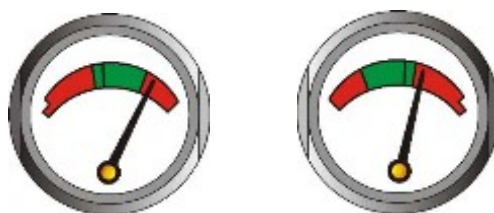
We have received a clarification from the FIA Safety Department concerning the reading of pressure gauges during scrutineering, as follows:

Following some misunderstandings during scrutineering, we would like to provide detailed clarifications on how to interpret the pressure gauge readings.

Some of the extinguisher systems use gas as an extinguishing medium, and the pressure inside the bottle fluctuates according to the temperature. Therefore, it is important to read the pressure gauge carefully. The following images cover all the cases that scrutineers may come across and provide clear guidance on how to interpret the readings.



Extinguisher systems with a pressure gauge showing the above readings shall be considered OK.



Extinguisher systems with a pressure gauge showing the above readings shall be considered NOT OK.

MSA, MOTOR SPORTS HOUSE,
RIVERSIDE PARK,
COLNBROOK, SL3 0HG TEL: 01753 765000

ROPS

The image here was provided to us by a Scrutineer who encountered this vehicle at a Cross Country event and shows a ROPS that had apparently passed scrutineering in this same condition at a number of events in the recent past.

It would appear that the vehicle has at some point been inverted and the ROPS is a little less than straight, also some strengthening or additional members have been added to the longitudinal bar on the driver's side above the door area. It is fair to comment that when scrutineering from the ground – and with bodywork fitted – the 'twist' in the ROPS would probably be difficult to notice, however it is a good example of how looking a little further can often unearth issues.

In this particular case, the additions/strengthening to the ROPS could be cause to question or look a little further.



Broken seat brackets

The photos below were forwarded to us by a scrutineer at a recent circuit race event. At pre-race scrutineering he spotted what he thought was a hairline crack in both the left and right-hand seat mounts. After gripping the top of the seat as normal to check for movement/tightness etc., the steel seat bracket broke completely off its left rear mount for about 7" along the bracket, along with the right side also being fractured for about 4". The mechanic removed the seat, braced and welded both brackets allowing the driver to continue.

After talking to the driver, he commented to say that the car felt as if it was wandering at the rear. After replaying his on-board camera, it was evident that it was the seat that was flexing and not the car wandering. This is a very good example of the importance of pre-event checks and shows how they should preferably be taken place before any track time.



| | |
|--|--------------------------------------|
| In compliance with: FIA Standard 8860-2018-ABP | |
| Manufacturer Name: Name of Manufacturer | |
| Serial N°: xxx xxx | Model Name |
| Homologation N°: AH.XXX.XX-X-ABP | Date of Manufacture: JAN 2018 |
| Size: XS | |

| | |
|--|--------------------------------------|
| In compliance with: FIA Standard 8860-2018 | |
| Manufacturer Name: Name of Manufacturer | |
| Serial N°: xxx xxx | Model Name |
| Homologation N°: AH.XXX.XX-X | Date of Manufacture: JAN 2018 |
| Size: XS | |

NEW FIA HELMET STANDARD

The FIA has published details of a new standard for Advanced Helmets, which can be found on the FIA website here. The FIA 8860-2018 Standard is the new top-end helmet standard, intended to be the safest helmet standard in the world for motor sport. It offers several improvements in relation to the preceding FIA 8860-2010 Standard. This Standard is acceptable for use in any MSA events with immediate effect.

FIRE EXTINGUISHER SERVICING

Regulation K3 in the MSA Yearbook has been amended to require all Fire Extinguishers to be serviced in accordance with the manufacturers guidelines, or every 24 months, whichever is sooner.

This regulation change was ratified by Motor Sports Council for 1st January 2018 implementation.

Unfortunately, there was an error in the rule changes notification published in October that indicated a date of implementation of 1st January 2019.

We would like to confirm that this regulation is per the MSA Yearbook effective as of 1st January 2018.

FIA SAFETY FUEL TANKS

Stage rally competitors are advised that when competing in international events running in accordance with FIA regulations and the International Sporting Code (ISC), the mandatory requirement for FIA safety fuel tanks has been extended to include the following categories from 2018: N; A; E1; R1; R2; R3. Competitors will note a relaxation from the original proposal for R1, R2 and R3 cars, so that any homologated safety fuel tank from the FIA list can be used. For clarity, this means that the safety fuel tank shown in the manufacturer's homologation form does not necessarily need to be used.

**Any queries should be directed to
technical@msauk.org.**

Training

TRUSTEES TO WIND UP MOTORSPORT SAFETY FUND



The Motorsport Safety Fund has decided to wind up its operations, handing its training resources to the MSA and transferring its remaining funds to the British Motor Sport Training Trust (BMSTT).

In its early years, much of the Fund's activity was confined to making grants to support motor sport training initiatives – a role that the BMSTT now fulfils. In the late 1990s, the Fund became more pro-active, producing and publishing a range of training materials, aimed at marshals, rescue crews, medical staff, organisers and competitors. It also inaugurated the annual Watkins Lecture, named after the late Formula One Safety & Medical Delegate, Professor Sid Watkins.

Dr Ian Roberts, Chairman of the Fund, said: "The Fund has made a major contribution to motor sport safety in the 45 years since it was established, following the death of Roger Williamson during the Dutch Grand Prix at Zandvoort. However, recent developments in training and motor sport technology have led us to conclude that, if we continued, we would end up attempting to duplicate the activities of national and international organisations that have greater resources and access to technical expertise."

Those developments include the creation of the FIA's Global Institute for Motorsport Safety, the appointment of MSA Safety and Technical Executives, and the evolving role of the BMSTT.

ATTENTION ALL TRAINERS!

The MSA wishes to promote its training opportunities to a wider audience and would like to expand its stock of training day images.

Why not use this training season as the opportunity to send in a short report and images of your training day so that your event can be featured in future editions of MSA Extra? Please send your reports and images to training@msauk.org.

STAGE COMMANDER / EVENT SAFETY OFFICER & SPECTATOR SAFETY OFFICER TRAINING 2018

During 2018 the MSA will be delivering training for Stage Commanders, Event Safety Officers and Spectator Safety Officers, including those who plan to undertake these roles in the future. Full details of these courses will be announced in the near future, including dates, venues and how to register.

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

TRAINING

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

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

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

Getting Involved

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

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

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

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

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

Other useful links to Motorsport Training:



www.brmc.org.uk



www.volunteersinmotorsport.co.uk

DATES

17th March

Haydock

Event Officials

21st July

Blackburn Services

**Introduction to Marshalling
(Practical)**

TBA July (Evening)

Accrington

Marshalling (Theory)

18th August

Fire Training

Blackburn Services

Mid September (Evening)

Marshalling

Inc. Spectator Safety,
First on Scene, Incident Handling

Accrington

1st December

First on Scene

Blackburn Services

TBA

Radio Operation (81 C System)

Accrington

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@hotmai.com

Or phone (Jon Aston) 0333 0022 510

Calling all Sprint & Hillclimb marshals

The British Motorsport Marshals' Club is making this year's marshals' training days available to members of all clubs in the ANWCC.

BMMC membership is not required and marshals who volunteer at sprints and hillclimbs are especially welcome.

Oulton Park is the venue, and the date is 10th and 11th March.

Saturday is for Post Chiefs and Incident Marshals, the latter is equivalent to a Speed Marshal.

Sunday is for brand new Incident Marshals, Cadet Marshals and Experienced Marshals, the latter is equivalent to Experienced Speed Marshals.

Advance booking is essential.

BMMC North West, 10 March 2018, Oulton Park Race Incident Marshals, Race Post Chiefs, Speed Marshals

BMMC North West, 11 March 2018, Oulton Park New Marshals, Cadet Marshals, Experienced Race Marshals, Experienced Speed Marshals

HOW TO APPLY:-

ON-LINE

<https://goo.gl/forms/e24R5q36qAcWfBG02>

E-MAIL

Send an email to

NW.Training@marshals.co.uk

and we'll send you an application form that you can either return in the post, or return by email.

I hope to see you at Oulton Park.

Bill Gray,

NW.Training@marshals.co.uk

Garstang & Preston MC + Pendle DMC

Legend Fires Lee Holland Stages

18th March 2018

Legendfires

www.legend-fires.com



The 25th running of this event will again be run as part of the Motorsport News Circuit Championship 2017/18. Various ANWCC, SD34MSG and ANCC championships.
REGS : www.sd34msg.org.uk

rally TRACKDAYS

JUST £135 FOR THE DAY

Anglesey Circuit's new Rally Trackday events operate in a similar manner to a regular track day, featuring all-asphalt stages for drivers and co-drivers to run as a team. Featuring multiple, specially designed stages suitable for all cars and driver abilities, from novice to experienced rally teams.

| | | | | | | |
|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|----------------------|
| JAN 28 th | MAR 16 th | JUN 12 th | AUG 16 th | SEP 23 rd | NOV 5 th | DEC 29 th |
| SUNDAY | MONDAY | THURSDAY | THURSDAY | SUNDAY | MONDAY | SATURDAY |

BOOK ONLINE AT RALLYTRACKDAYS.COM
OR CALL THE CIRCUIT OFFICE ON 01407 811400

anglesey circuit
Iracmon

ANCC 2017 Awards Night

Friday 23rd February

**The Old Golf House
Huddersfield HD3 3YP**

Tickets £25 pp

Sam Spencer
07740 281223
samspencer@outlook.com

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 | Clietheroe & DMC |
| Mar 4 | Roskirk | Blackpool South Shore MC |
| Mar 11 | Tour of Epynt | Port Talbot MC |
| Mar 18 | Lee Holland | Pendle DMC |
| Apr 1 | Warcop Stages | N Humberstone 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 Humberstone 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 | Garth 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 Humberstone MC |
| Nov 24 | Hall Trophy | Clietheroe & 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 | Garth 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 |
| Jul 14 | Nicky Grist Stages | Quinton MC |
| Jul 8 | Greystoke | West Cumbria MSC |
| Sep 1 | Woodpecker 60 & Worcestershire MC | |
| Sep 28/29 | Trackrod Yorkshire | Trackrod MC |
| Nov 10 | Wydean | Forest of Dean MC |

ROAD & NAVIGATION RALLY CHAMPIONSHIP

| | | |
|-----------|-----------------------|-----------------------|
| Feb 3/4 | 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 | Clietheroe & 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 |
| 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 | Clietheronion | Clietheroe & 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 | Dansport | Matlock MC |

NORTH WALES ROAD RALLY CHALLENGE

| | | |
|-----------|-------------------|----------------------|
| Feb 3/4 | 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 Chyd | Chyd 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 | Wem Ddu | Warrington & DMC |
| Apr 1 | April Fool PCA | Rhyl & DMC |
| Apr 8 | Easter PCA | Bala & DMC |
| Apr 15 | Wem Ddu | Warrington & DMC |
| May 20 | PCA | CSMA NW |
| May 20 | Happy Landings PCA | Owen MC |
| May 26 | Wem 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 | Wem Ddu | Warrington & DMC |
| Oct 14 | Bright Sparks PCA | Owen MC |
| Oct 14 | Ranges PCA | Bala & DMC |

| | | |
|---------|-------------------------|------------------|
| Oct 21 | Wem Ddu | Warrington & DMC |
| Nov 11 | Production Car Autotest | Rhyl & DMC |
| Dec 1/2 | PCA | Accrington MSC |
| Dec 2 | Wem 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 | MAS Trial | Caerns & Anglesey MC |
| May 26 | Derwydd Trial | Bala & DMC |
| May 27 | MAS Trial | Caerns & Anglesey MC |
| Jun 3 | Rob Roberts Trial | Caerns & Ang MC |
| Jun 10 | Wyre Forest | Kidderminster MCC |
| Jul 21 | Cymru | North Wales CC |
| Jul 22 | HCC Wales | Chyd 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 |
| Sep 23 | Rob Roberts Trial | Caerns & Ang MC |
| 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

KEEP CHECKING WEBSITE FOR UPDATES

Events that have been cancelled or postponed have been struck through, new date added as appropriate.

ASSOCIATION OF NORTH-WESTERN CAR CLUBS

STAGE RALLY

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

NW STAGE CHALLENGE

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

FOREST RALLY

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

ROAD RALLY

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

NW ROAD CHALLENGE

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

HISTORIC ROAD

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

AUTOTEST

Driver – Expert
Driver – Novice

PROD CAR AUTOTEST

AUTOSOLO

Driver – Expert
Driver – Novice

TRIALS

Driver – Expert
Driver – Novice

SPRINTS

Driver – Expert
Driver – Novice

HILLCLIMBS

Driver – Expert
Driver – Novice

Please register me for the ANWCC Championships 2018

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

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

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

☐

Signature

Fees:

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

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

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

For official use only:

Rec'd Paid (F) (M) How

18/

www.anwcc.org

See Notes on Page 67

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



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

Phil James

Motorsports Photographer & Journalist

07771 76 86 59 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto



www.pro-rally.co.uk

Clitheroe & DMC Jack Neal Stages Rally

Blyton Park

10th February 2018

Regs

www.clitheroedmc.co.uk

Web Entry

www.rallies.info/

**webentry/2018/jackneal/
webentry.php**

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Lincoln Motor Cycle and Car Club Ltd **Bruce Robinson Rally**

10th – 11th February 2018.

This year we celebrate 27 years since the event was reborn as a road rally in 1990, having started out as a stage rally in the late 1950's. We are very grateful to be supported this year by local Vauxhall specialists "Vauxcare".

This year the route will use approx. 140 miles of the best Lincolnshire lanes on maps 121, 122 and 113, including around 20 miles of white roads, some of which will be run as special tests. We aim to provide a well organised, exciting and exhilarating rally for all ranges of crews, whether expert or novice. The start / finish venue will be Lincoln Rugby Club, Nettleham where a welcome breakfast will be provided along with results and the awards presentation. We will once again be using 'plot and bash' style route instructions. These instructions, will comply fully with EMAMC guidelines. In conjunction with this we will use a number of Special Tests, these will be simple and straightforward to complete with no reversing element required. The route on the tests will be defined by comprehensive diagrams.

We are very pleased to be included in the 2018 EMAMC, ANEMMC and ANCC Road Rally Championships and we are delighted to announce that we will again be a round of the HRCR Premier Rally Championship 2018.

As in recent years we are supporting the Lincolnshire & Nottingham Air Ambulance and hope to raise a good amount of money for this very worthy cause.

Please try to include a donation, either with your entry or at the collection buckets on the night of the rally. We look forward to meeting all competitors on the night and for those unable to compete, we would be delighted to welcome you as marshals.

Regs :www.lincolnmotorsport.co.uk

Matlock M.C.

Kick RoD

14th/15th APRIL 2018

**Qualifying round of the following
Rally Championships :**

- HRCR Premier,
- ANCC,
- ANEMCC,
- AWMMC,
- SD34MSG
- ANWCC

130 miles [approximately]

The very best lanes on Maps 118 / 119

Limited mileage of unsurfaced tracks

Limited to 50 Entrants

Entries open 1 March 2018

www.matlockmotorclub.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




supporting

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MACMILLAN.**
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scotland**
prostatecancer.scotland.nhs.uk

JAFFA
www.jaffa.co.uk

Like us on  **Scottish Rally Girls**

www.scottishrallygirls.co.uk



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:

John Robson & Hexham Historic Rallies

24/25th February 2018

Total mileage will be approximately 150 miles, including up to 10 miles of unsurfaced roads. Of which approximately 8 miles will be forestry commission roads and 2 miles of 'white' roads.

The Maps used will be 80 and 87

The Start and Finish will be at

Derwent Reservoir Sailing Club,
Blanchland,

Consett, Co Durham DH8 9PT

The event is a qualifying round of the following championships:

- ANCC Road Rally Championship
- ANWCC Road Rally Championship
- SD34 MSG Road Rally Championship
- KLMC Road Rally Championship
- Premiere Rally Championship

The programme of the meeting will be:

16:30 Scrutineering and noise starts

19:30 Competitors briefing

20:00 Car 0 Leaves MTC 1

REGS :

www.hexhammotorclub.co.uk

On-Line Entries :

www.rallies.info/webentry/2018/johnrobson/

MARSHALS REQUIRED

If you cannot compete, please volunteer as a marshal.

Please contact Jonathon Webb

on 07929 229 413

or jonathontwebb@icloud.com

*Jonathon Webb
Clerk Of the Course*

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.

Hawick and Border Car Club and Whickham and District Motor Club

Prestone MSA British Rally Championship

Border Counties Rally

10th/11th March

After a successful debut as the opening round of the Prestone MSA British Rally Championship (BRC) in 2017, the Border Counties Rally (10th/11th March) will once again kick off the British rally championship season as outline details of the event emerge with the publication of the Rally Guide this week.

Joining the BRC for the Jedburgh based event will be the ARR Craib MSA Scottish Rally Championship (SRC) as two of the biggest rally series' in the country descend on the Scottish Borders for the popular annual event.

Rally organisers Hawick and Border Car Club and Whickham and District Motor Club are anticipating a bumper entry as the event 'tweaks' its format for 2018.

In a change from last year, the event will comprise of three sections with competitors from the National A and B events, including BRC and SRC competitors, starting from Jedburgh town centre at around 8.30am on Saturday 10th.

Over 44 miles of competitive action in the South of Scotland and Tweed Valley lies ahead for the crews on the opening leg with three service opportunities at Newtown St Boswells before BRC contenders head to the overnight halt.

After a full day of rallying in the region, Scottish Rally Championship crews will spray the champagne at the ceremonial finish under the gaze of Jedburgh Abbey in the town at around 4.00pm that day.

On Sunday 11th, British Rally Championship contenders will head back out for 36 miles south of Jedburgh and will be joined by the Clubman event. The ceremonial finish and prizegiving will then take place early that afternoon back in Jedburgh.

Aside from the British and Scottish championships, competitors from the Ecosse Challenge, Motoscope Northern Historic Championship and the Border Rally Challenge will also tackle the event, ensuring spectators will be in for a treat both in and out of the forests during the weekend.

Clerk of the Course Clayton Lackenby believes the change in format for the event will attract both competitors and rally fans to the region during the weekend.

"We are delighted that the British and Scottish Rally Championships are returning to Jedburgh this year and we think we have a fantastic set of stages on offer to challenge even the most experienced of crews," he says.

"We have taken the best bits of last years event and made them even better. The stages are a mix of old and new with some changes thrown into the mix so it will be exciting for spectators as well as competitors. With tests spread across two days on both sides of the Carter Bar we truly believe it has all the ingredients to be a classic rally in the Scottish Borders."

Event regulations will be released in the coming weeks with entries opening on 25th January and more information for spectators will be available nearer the event.

The Rally Guide can be downloaded from the Border Counties Rally website along with more information on the event at:

www.bordercountiesrally.co.uk alongside the event's social media feeds:

www.facebook.com/bordercountiesrally
www.twitter.com/borderrally



www.twopeaksmotorclub.co.uk

The Howells Group plc Tour of the Peaks 2018

28th April 2018

- Start & Finish at the Oil Can Cafe, in the all new Carding Shed, Holmfirth, West Yorkshire.
- Approx. 150 miles of route through the Scenic Dark and White Peaks of the Peak District.
- Supplied Quality Paperwork and Road Book with an all tulip navigational route.
- Visit Progress Controls and Code boards along the route.
- Average speed timing.
- Open to Sports, Historic, Interesting and Classic cars.
- Breaks Morning and Afternoon.
- No Competition Licence needed.
- Breakfast and Lunch included in £65 entry fee (for 2 people).
- Optional food and drinks available at the Finish.
- Organised Vintage Fete at the Dore Moor Inn Lunch stop to welcome competitors, which is visited twice in the day.
- Regulations & Entry Form will be released on the 5th January 2018 via our website at www.twopeaksmotorclub.co.uk
- To go on our mailing list for Regulations and Entry Form please email the Tour at: tourofthepeaks@twopeaksmotorclub.co.uk





For further information about Two Peaks Motor Club email us at: info@twopeaksmotorclub.co.uk

www.2017





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)

Duncan Littler

SpeedSports (Wales) Photography

2 Pendref, Dwyran,
Anglesey,

Gwynedd. LL61 6YL

Tel:01248 430015, Mob:07740 179619

e-mail: dunclitz@hotmail.com

manx auto sport

HAYDN MINAL Memorial Stages

2nd/3rd March

Regs :

www.manxautosport.org

Clitheroe & District Motor Club



Primrose Trophy Navigational Rally **March 24/25th 2018**

135 Competitive Miles on Maps 97, 98 102 & 103
All Tarmac



2017 Winners : Myles Gleave / James Chaplin
Photo courtesy of Chris Ellison

A Qualifying round of the following

- SD34MSG Road Rally Championship
- SD34MSG Inter-Club League
- ANWCC Road Rally Championship
- ANCC Road Rally Championship
- ANEMCC Road Rally Championship
- I.A.Harrison KLMC Road Rally Challenge

REGS : www.clitheroedmc.co.uk

MARSHALS

Always Needed

Chief Marshal : Paul Buckel

chiefmarshal@primrosetrophy.co.uk

07788-723721

KNUTSFORD & DISTRICT MOTOR CLUB LTD

Tour of Cheshire

3rd March 2018

Request for Marshals

The Tour of Cheshire is a Historic Road Rally based in Cheshire, now in its 15th year. The event consists of Regularity Sections & Special Tests, linked by Transport Sections.

We are planning to provide over 90 miles of Regularity Sections from a total mileage of just under 150 miles. The Test Venues – new and old favourites are all booked, as are the scrutineering venue – Beeston Cattle Market, and the now regular start / finish venue – The Bickerton Poacher. The 2018 event will push further east than the last five / six years to enable new venues to be used and to open up “new” Regularity Sections.

In order that we can run the Tour Of Cheshire in line with the high standards which we always aim to achieve, we will require about 250 marshals in total to man the Controls on the road [Regularity Sections], plus Time Keepers & Cone Marshals for the Test Venues.

The different types of marshal required:

- Clock Marshal [Liege Clocks] at Controls on Regularity Sections.
- Passage Check [No Clock] at Controls on Regularity Sections.
- Timekeeper / Clock Marshal [Liege Clocks] at Start & Finish of Test Venues.
- Cone Marshals / Observers at Test Venues.,
- Support Marshals as required to assist with efficient running of the event.

If you are in a position to offer your services as a Marshal please send an email to:

marshals@tourofcheshire.co.uk

Initially we need your contact details, email address & a contact phone number.

Would you also state which of the following activities you are able & willing to carry out:

- Clock marshal (Liege Clocks) at Road Controls on Regularity Sections.
- Passage Check (No Clock) at Road Controls on Regularity Sections.
- Timekeeper/ Clock Marshal (Liege Clocks) at Start & Finish of Test Venues.
- Cone Marshal/ Observer at Test Venues.
- Support Marshals as required to assist the efficient running of the event.

If you let us know whether you are available for a half day or full day & where you are travelling from we will do our best to minimise your travel. Finally how many people will be in your team on the day?

Thank you for your help and support. Look forward to hearing from you.

Dale Cox. Test Marshals Co-ordinator

Home: 01925 265842 Mobile: 07908 534981

Email docdalecox@gmail.com

Roger Hopkins – Joint Chief Marshal – Mobile: 07925 651714



SINGLE SEATER TRACK DAYS

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Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years. No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape. He will be remembered as having cultivated such valuable lessons as:

- Knowing when to come in out of the rain;
- Why the early bird gets the worm;
- Life isn't always fair;
- And maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you can earn) and reliable strategies (adults, not children, are in charge).

His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place. Reports of a 6-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job that they themselves had failed to do in disciplining their unruly children. It declined even further when schools were required to get parental consent to administer sun lotion or an aspirin to a student; but could not inform parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the churches became businesses; and criminals received better treatment than their victims.

Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault.

Common Sense finally gave up the will to live, after a woman failed to realize that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death,

- by his parents, Truth and Trust,
- by his wife, Discretion,
- by his daughter, Responsibility,
- and by his son, Reason.

He is survived by his 5 stepbrothers;

- I Know My Rights
- I Want It Now
- Someone Else Is To Blame
- I'm A Victim
- Pay me for Doing Nothing

Not many attended his funeral because so few realized he was gone.

If you still remember him, pass this on. If not, join the majority and do nothing.



Now in it's 63rd year (its been running since 1955!) the Cambrian is one of the qualifying rounds of the REIS BTRDA Series. **The Cambrian is recognised as one of the best rallies in the UK.** This was confirmed in 2008 and 2009 when it was crowned 'Best Event' by both the BTRDA and ANWCC. In 2014, again the Cambrian Rally won "Best Rally of 2014" awarded by the BTRDA.

Today the Cambrian Rally is organised by the highly experienced members of the North Wales Car Club (NWCC) and has done since it was formed in 1955. The event offers a real challenge for competitors of all levels, driving through some of the best forest stages, in some of the finest scenery in the UK.

As we embark on this year's rally we will need many marshals once again to help with the running of what is a prestigious spectacle in the North Wales calendar. If you are not planning to compete please consider coming to help marshal ... along with your colleagues & fellow club members to run what, we promise will be a challenging route for competitors. To enable this to happen – we are also grateful to Conwy Council; Forest Enterprises and the tourist department, as well as the numerous other agencies we approach, in supporting us every year.

If you would like to assist us please contact:

MARSHAL'S CONTACT

Keith Pulling

Tel: 01492 878622 (up to 21.00hrs)

Email: marshals@cambrianrally.co.uk.

SAFETY RADIO

Bill Wilmer

Tel: 01254 208052 (up to 21.00hrs)

Mob: 07973 830705

Email: w.wilmer@btinternet.com



ROSKIRK STAGES

4th March

Regs : BSSMC.com

Marshals Required

Contact : Yvonne Robinson
robinsonyvonne14@yahoo.co.uk

Acknowledgements

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

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

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

A Special mention of gratitude to
**ALL THOSE CLUBS AND PEOPLE
WHO DO SEND IN REPORTS,**

Jokes, Photographs, Information, reports etc

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

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Paul Commons : Paul Commons Motor Sport

Duncan Littler Speed Sports Photography

Steve & Hazel Johnson - Go Motorsport

and last but not least, Chairman / Secretary

(& my complaints manager)

Les Fragle

& if I have left you out 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

Wednesday 21st March 2018

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

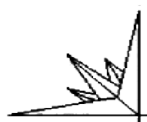
ANCC

Monday 9th April

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 March edition is
Tuesday the 27th of February
which is due out on**

Wednesday the 28th February

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