

July 2018 spotlight



ABERYSTWYTH AND DISTRICT MOTOR CLUB

Cwrt Garage Ystwyth Targa Rally

3rd June

*Photo Courtesy of Joseph Gilbertson
joegillb653@aol.co.uk*

www.sd34msg.org.uk

Volume 9 : Issue 7 : July 2018 : Maurice Ellison

Chairman's Chat

When reading the article in the Summer edition of MSA Magazine about the motor sport's technological spin-off benefits I couldn't but laugh at the opening sentence which included 'Next time you or arrive on time thanks to a super efficient rail network'. The editor obviously doesn't know about Northern Rail and that it could be a very long time before we here have a rail network let alone a super efficient one !!

Last month I had two events in as many weekends, doing the radio control for the Keith Frecker Memorial Stages Rally at Weeton and then marshalling near Winmarleigh on my clubs night event, the Memorial Rally. It was good to see the use of the roads Over Wyre again and as far as I am aware the competitors enjoyed them except I guess the crew that went off in the first section.

I added another string to my bow by attending the MSA Safety Car Workshop, this one held at Penrith Rugby Club. It's now a one day course based on the latest issue (Edition 4) of the Stage Rally Safety Requirements document but you can pay a fee to do some driver training but it's not essential for the license. Much of the content will be familiar to experienced stage commanders and set-up crews but it shows the side from the safety car crews side. Note that from 1st January 2018 at least one member of a safety car must have done the workshop.

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

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SD34MSG

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Accrington MSC

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Airedale & Pennine MCC

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Blackpool South Shore MC

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Bolton-le-Moors MC

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Comprising the following 10 Clubs



Blackpool South Shore Motor Club

www.bssmc.com



Chester Motor Club

www.chestermotorclub.co.uk



Ecurie Royal Oak Motor Club

www.eromc.co.uk



High Moor Motor Club

www.hmmc.co.uk



Fylde Motor Sport Club

www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club

www.stockport061.co.uk



Warrington & District Motor Club

www.warringtondmc.org



Wallasey Motor Club

www.wallaseymc.com



Preston Motorsport Club

www.facebook.com/prestonmotorsportclub



Garstang & Preston MC

www.gpmc.co.uk

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Mark Wilkinson - secretary@nwstages.co.uk

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**Contact either Les Fragle, Maurice Ellison
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WANTED YOUR Clubs:-

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Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

2018 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	882	1	1
Bolton-le-Moors CC	655	2	2
U17MC-NW	586	3	3
Preston MC	408	4	4
Liverpool MC	403	5	5
Warrington & DMC	257	6	7
Wigan & DMC	237	7	8
Garstang & Preston MC	175	8	11

Division B		Position	
Club	Points	Div	O/A
Airedale & Pennine MCC	233	1	9
Accrington MSC	222	2	10
Matlock MC	159	3	12
Blackpool South Shore MC	153	4	13
Pendle & DMC	117	5	14
Stockport061 MC	85	6	15
Wallasey MC	82	7	=16
Manx AS	71	8	18

Division C		Position	
Club	Points	Div	O/A
Longton & DMC	366	1	6
Lancashire A.C.	82	2	=16
Knowldale CC	63	3	19
Hexham & DMC	29	4	20
CSMA (NW)	19	5	21
High Moor MC	15	6	22
Lightning MSC	10	7	23
Mull CC	0	=8	=24
2300	0	=8	=24
Motor Sport North West	0	=8	=24

Updated 30th June 2018

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Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Andrew Morris	C	132	CDMC	Y
2	Calvin Woods	A	106	WiDMC	Y
3	James Swallow	D	79	BLMCC	Y
4	Brandon Smith	D	53	CDMC	
5	Steve Johnson		52	U17MC	
= 6	Peter Sharples	B	27	PMC	
= 6	Steve Kenyon		27	G&PMC	
= 6	George Merrills	B	27	S061MC	
= 8	Mick Tomlinson	D	26	PDMC	
= 8	Peter Jackson	D	26	G&PMC	

O/A	Co-Driver	Class	Pts	Club	Q
1	Chloe Thomas	C	132	CDMC	Y
2	Conner Aspey	A	105	WiDMC	Y
3	Lauren Hewitt	A	79	Wigan	Y
4	Bruce Lindsey		53	PDMC	Y
5	Steve Butler	A	52	CDMC	
= 6	Louis Baines		27	PMC	
= 6	Matt Broadbent		27	CDMC	
= 6	Kris Coombes		27	PMC	
= 6	Sam Coombes		27	PMC	
= 6	John Knight		27	G&PMC	
= 11	Phil Merrills		26	S061MC	
= 11	Terry Martin	D	26	CDMC	
= 11	Karen Whittham		26	G&PMC	

Results following Round 7

Keith Frecker Stages

Blackpool South Shore MC

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	Matt Flynn	E	69	CDMC	5
2	Stephen Holmes	N	52	CDMC	5
3	Chris Hewlett	N	45	CDMC	5
4	Tony Harrison	E	39	CDMC	4
5	Ian Swallow	N	38	BLMCC	5
6	Dan Sedgwick	E	35	CDMC	3
7	Kris Coombes	E	34	PMC	2
= 8	Steve Flynn	S/E	32	CDMC	3
= 8	Dan Fox	N	32	CDMC	2
10	Mark Dixon	S/E	29	CDMC	4
11	Mark Standen	E	27	G&PMC	1
12	Mark Johnson	E	25	CDMC	3
13	Jem Dale	E	22	G&PMC	1
= 14	Dominic McTear	E	20	CDMC	2
= 14	Charles Andrews	N	20	PMC	1
16	Paul Pendleton	N	18	CDMC	2
17	Pete Sharples	N	17	PMC	1
18	James Taylor	E	16	CDMC	2
19	Phil Shaw	N	9	CDMC	1
20	Andy Williams	N	4	U17MC	1
21	Russell Starkie	N	3	CDMC	1

O/A	Navigator	Class	Pts	Club	Rds
1	Rob Jones	E	69	CDMC	6
2	Ben Holmes	N	42	CDMC	5
3	Grace Pedley	N	34	CDMC	5
4	Sam Ambler	E	33	CDMC	3
5	Matt Hewlett	N	31	CDMC	5
6	Louis Baines	E	30	PMC	3
= 7	Matt Broadbent	E	25	CDMC	3
= 7	Leah Brown	N	25	CDMC	3
9	Stephen Butler	E	23	CDMC	3
= 10	Paul Taylor	E	21	CDMC	2
= 10	James Swallow	N	21	BLMCC	4
12	Ian Graham	E	20	CDMC	3
13	Jonathon Webb	E	16	Hexham	2
= 14	James Chaplin	E	12	G&PMC	1
= 14	Harris Holgate	N	12	CDMC	2
16	Elliott Shaw	N	11	CDMC	2
17	Sam Coombes	N	8	PMC	1
18	Steve Frost	E	7	G&PMC	1
19	Lauren Cook	N	3	U17MC	1

Results following R6

G&PMC Memorial Rally 16/17th June

Individual Championship

O/A	Competitor	pts	Q	Club
1	Steve Johnson	75	Y	U17MC
2	Andy Williams	72	Y	U17MC
= 3	Stephen Holmes	61	Y	Clitheroe
= 3	Louis Baines	61	Y	PMC
= 5	Ben Holmes	56	Y	Clitheroe
= 5	Rob Jones	56	Y	Clitheroe
7	Kris Coombes	52	Y	PMC
8	Lauren Crook	42	Y	U17MC
9	Steve Butler	39	Y	Clitheroe
10	Lauren Hewett	34	Y	Wigan
11	Sam Coombes	24	Y	PMC
12	Dan Sedgwick	21	Y	Clitheroe
13	Steve Smith	20	Y	Accrington
14	Sam Ambler	19	Y	Clitheroe
15	Peter Sharples	17	Y	PMC
16	Charles Andrews	15	Y	PMC
17	Elliott Shaw	7	Y	Clitheroe

Not Qualified

Jamie Foster	57	U17MC
James Williams	57	U17MC
Andrew Morris	49	Clitheroe
Chloe Thomas	49	Clitheroe
Scott McMahon	49	U17MC
Warren Nichols	44	Bolton
Jason Crook	42	U17MC
Matt Flynn	40	Clitheroe
Chris McMahon	40	U17MC
Martin Fox	28	Wigan

Last Updated 29th May



MOTOR SPORT GROUP

Non Race/Rally Championship

O/A		Class	Score	Club
1	Andy Williams	A	82.21	U17MC
2	Warren Nichols	A	79.76	BLMCC
3	Lauren Crook	C	77.82	U17MC
4	Jason Crook	E	76.59	U17MC
5	James Williams		70.57	U17MC
6	Scott McMahon	A	69.36	U17MC
7	Chris McMahon	A	69.35	U17MC
8	Steve Johnson		69.29	U17MC
9	Jamie Foster	B	60.87	U17MC
10	Stephen Holmes	A	42.26	CDMC
11	Phil Clegg	E	39.98	AMSC
12	Dave Graves	B	38.38	Bolton
13	Ben Holmes	A	31.12	CDMC
14	Steve Smith	A	20.42	Accrington
15	Louis Baines	E	20.11	PMC
16	Kris Coombes	E	19.99	PMC
17	Steve Price	A/E	18.81	CDMC
18	Sam Coombes	A	18.77	PMC
19	Peter Sharples	A/E	17.83	PMC
20	David Robinson	B	10.79	U17MC
21	Martin Fox		9.85	Wigan
22	David Goodlad	E	1.00	Bolton

Following R 15

Boundless Lymm PCA (24th June)

U18 Championship

O/A		pts	Club
1	Matthew Nichols	69	BLMCC
2	Alexander Baron	39	AMSC
=3	James Robinson	20	U17MC
=3	Elliott Shaw	20	CDMC

Following Nelson & Colne Auto SOLO

Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	Nigel Fox	31.15	2	Clitheroe
2	J.Early	29.04	1b	Longton
3	W.Campion	28.26	1c	Liverpool
4	R.Holt	19.92	1b	Liverpool
5	Nigel Trundle	19.83	1b	G&PMC
6	D. Welton	19.11	3	Longton
7	R.Thorne	10.24	1b	Longton
8	David Goodlad	9.95	S	Bolton

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Maurice Ellison	177	Clitheroe	Y
2	Amanda Baron	67	AMSC	Y
= 3	Robert O'Brian	57	Warrington	Y
= 3	William O'Brian	57	Warrington	Y
= 5	Tracey Smith	47	AMSC	Y
= 5	Sean Robertson	47	Liverpool	Y
= 5	David Hunt	47	Liverpool	Y
= 8	Colin Baines	40	PMC	Y
= 8	Danny Cookson	40	PMC	Y
= 8	Kris Coombes	40	PMC	Y
= 8	Sam Coombes	40	PMC	Y
= 8	Jamie Elwell	40	PMC	Y
= 8	Terry May	40	PMC	Y
= 14	Steve Smith	37	AMSC	Y
= 14	John Harden	37	Liverpool	Y
= 14	Les Fragle	37	G&PMC	Y
17	Barry Wilkinson	34	Pendle	Y
= 18	Kim Coombes	30	PMC	Y
= 18	George Postlethwaite	30	PMC	Y
= 18	Joe Ring	30	PMC	Y
= 18	Louis Baines	30	PMC	Y
= 18	Lee Birkenhead	30	PMC	Y
= 18	Robert Grimshaw	30	PMC	Y
= 18	Peter Sharples	30	PMC	Y
= 18	Craig Shooter	30	PMC	Y
= 18	Steve Lewis	30	Clitheroe	Y
= 18	Geoff Main	30	Liverpool	Y
28	Alexander Baron	27	AMSC	Y
= 29	Chris Hewlett	20	Clitheroe	Y
= 29	Phil Shaw	20	Clitheroe	Y
= 29	Amanda Anderson	20	U17MC	Y
= 29	Dave Barratt	20	Accrington	Y
= 29	Paul Flynn	20	Clitheroe	Y
= 29	Jez Turner	20	Clitheroe	Y
= 29	Ian Farnworth	20	G&PMC	Y
= 29	Rod Brereton	20	Pendle	Y
= 29	Peter Schofield	20	Pendle	Y
= 29	Peter Wright	20	Pendle	Y
= 29	Peter Schofield	20	Pendle	Y
= 29	Ian Mills	20	Pendle	Y
= 29	Alan Shaw	20	Pendle	Y
= 29	Peter Wilkinson	20	Pendle	Y
= 29	Grant Smith	20	PMC	Y
= 29	Ben Coombes	20	PMC	Y

Still to Qualify

Bill Gray	34	Liverpool
Jim Livesey	30	U17MC
Domonic East	20	AMSC
Matt Broadbent	20	Clitheroe
Steve Broadbent	20	Clitheroe
Stephen Holmes	20	Clitheroe
Tony Vart	20	Clitheroe
Chris Woodcock	20	Clitheroe
Heidi Woodcock	20	Clitheroe
Andy Fell	20	Liverpool
Charles Andrews	20	PMC
Dayna Baguley	20	PMC
Su Lester	20	PMC

118 Marshals have Claimed points

44 marshals have Qualified

Last updated 25th June



MOTOR SPORT GROUP

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

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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.

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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							
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ROAD RALLY	DRIVER NAV	Exp Semi Nov	Exp Semi Nov							
SPRINT & HILLCLIMB	DRIVER	S. 1A 1B 1C 2 3 4 5								
NON RACE / RALLY	DRIVER	A B C D E								

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

CLASSES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Racing Cars conforming to Section S15

2018 SD34MSG Under 18 Championship Registration Form

Name

Address

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2018 DOB

Competitor Signature Date

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

Parent/Guardian Name

Parent/Guardian Signature Date

Parent/Guardian Information (If different to above)

Address

Post Code e-mail

Tel No Home Mobile

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

SD34MSG Under 18 Championship Regulations

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

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

Scoring

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

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

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

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

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

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

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

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

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	Warrington DMC PCA 4	Wern Ddu, Ruthin
16-Sep	PCA	Yes	U17 MC NW	U17MC PCA 7	Event City, Manchester
22/23-Sep	Road Rally	Yes	Clitheroe & DMC	Taybridge Clitheronian Rally	Lancashire-Yorkshire
23-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
6-Oct	Sprint	Yes	Longton & DMC	Sprint	Anglesey Circuit
7-Oct	Sprint	Yes	Longton & DMC	Sprint	Anglesey Circuit
7-Oct	Stage Rally	Yes	Wigan & DMC	The Adgespeed Stages	3 Sisters, Wigan
13/14 Oct	TARGA	Yes	Mull Car Club	Mull Targa & Rally Time Trial	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	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
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
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

Sprint & Hillclimb Championship 2018

Date	Event	Organising Club
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

Training Dates 2018

Date	Event	Venue
21 July	Timing	Darwen Services
18 Aug	Fire	Darwen Services
1 Dec	First on Scene	Darwen Services

SD34MSG Road Rally Championship 2018

Date	Event	Organising Club
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

Non Race/Rally Championship 2018

Date	Event	Organising Club
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

GAZZARD ACCOUNTS

**Registered Agent with
HM Revenue & Customs**

**Registered Office :
33 Acresfield Road, Middleton,
Manchester. M24 2WT.**

Office Tel No : 0161 - 643 - 7845

E-Mail : gazzard.accts@btinternet.com

Clitheroe & District Motor Club



'What's On' at CDMC

July 2018

Tuesday 3rd July
Winstanley Garage BBQ

Tuesday 10th July
Committee Night

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

Tuesday 17th July
Nigel Fox



Tuesday 24th July
Trevor Roberts
Walking Treasure Hunt
Waddington Club 8:30

Tuesday 31st July
Jon Aston
See Page 61 for more



Clubnights & More at CDMC in June

Tuesday 5th June
Bentham A/T & PCA



Sunday 10th June
Burnt House Car Trial



Super hot weather meant that the ground had lots of grip and the Hills were set out to take account of the conditions.

One car still managed to clean all 30 Hills
(See Page 37 for report)

Clubnights & More at CDMC in June

Tuesday 19th June G&PMC Memorial Rally Forum

Another good Memorial Rally for Clitheroe & DMC Members

Thirty Three Club Members were competing on the Memorial Rally (would have been thirty four but Dave Whitaker couldn't find a Navigator) and more members were out marshalling.

Dan Sedwick / Sam Ambler

Sam was at a wedding on the Saturday and had the odd scoop or two of the amber stuff before going to the Rally. Start at Myerscough College and they got as far as Kitt Brow before the booze hit back and rebelled & retired
Next even : Colman Tyres



Paul Pendleton / Harris Halgate

Harris was back in the silly seat . They didnt waste time searching for any missing Code Boards. The Celica was on the low side for most of the whites used. Chuffed with 16th O/A & 6th Novice

Dominic McTear / Sion Matthews

Domonik had struggled to get a Nav for the Memorial but at the last moment secured the services of Sion Matthews from North Wales. Rather put the wind up Sion on the undulating road surface on the roads to the East of the A6. All going well until Kitt Brow where the MG swallowed some water. Managed to get it running again with help from Dan Sedgwick but the engine is running rough. Retired but went on to Marshal



Mark Johnson / Steve Butler

Going well after a bit of TLC following the Primrose, however, Broke the Gearbox at Five Lane Ends & retired

Chris Hewlett / Terry Martin

According to Chris - All the rumours about Terry are true!!! Terry was sat in with Chris as Matt Hewlett was studying for his GCSEs. A big moment just before Kitt Brow but a good run with no wrong slots. Finished up with 7th O/A & 2nd Semi Expert !!! (Terry?)
Beaver is the next even for Chris

Matt Hewlett, Maurice Ellison

Matt got his study / exam dates wrong and gave up his seat to Terry and so went marshalling instead doing TC 15 and then a control at the top of Lythe Fell.



Maurice had been at his youngest daughters wedding but managed to get away to run TC 14 & TC 34. Problems with some Novices who did not understand the Terms Quiet & Neutral and came into both controls at full chat with Spotlights on. Hope their actions dont have repercussions (Quernmore, Dunsop Bridge, maybe more)

Elliott & Phil Shaw

Elliott was spot on Calling Roads and Junctions but Lancaster did cause a few problems and the pair got to MTC 3 (after petrol) some 15 mins into their Maximum Lateness. Difficult to cut and run and finished up OTL at MTC 4. They were not alone Next event : the Clitheronian



Jem Dale / Roger Mather

The last event that Roger did was the Clitheronian - so long ago it ran using Targa timing. (early 90's) Following the last Navigational training night where Roger finished 3rd O/A Maurice put Roger in touch with Jem Dale (G&PMC) who was struggling for a nav. A few phone calls and a trial run out and an entry for the Memorial rally was sent in. All went reasonably well but maga time dropped at MTC 3 (same problem as Elliott & Phil) Jems experience then came into play and they managed to cut and get to MTC 4 in time but picked up 4 fails

Steve Flynn / Tony Vart

Everything went well although plotting the route was a bit fraught with many errors in the presentation. Best one approach EWE. Used a lot of new roads for the Memorial and the route was good. Finished 11th O/A 4th in class Results took foreverNext event for Steve is the Colman Tyreas. Next for Varty - Midnattssolsrallyt in Sweden with David Hopkins in the Talbot Sunbeam

Ben Mitton / Levi Nicholson

In the bog standard 1.1ltr Metro and only their second ever Road Rally finished 8th O/A & 2nd Novice. Only beaten in class by Dan Fox & Leah Brown. They were both surprised with the result and surprised a lot of others with their pace. Not sure what will be their next event



Stephen Holmes / Ben Holmes

12 months ago we were talking to Stephen at the Myerscough Open day discussing modern Road Rallying. Stephen wanted to get back into Rallying and was looking for a car and was hoping that Ben his son would navigate for him. Since then things (and results) have been unbelievable good. Documentation (mainly plots) on the poor side. Took it steady over the first sections. 5th O/A 1st Novice. Next event Colman Tyres

Dan Fox / Leah Brown

Everything went well. One or two tiny problems. The marshal collecting time cards at MTC4 did not sign the card so they were in 27th place at one point. Sense seen by the organisers - finished 4th O/A and 1st Novice. Next Event Colman Tyres

Matt Flynn / Rob Bryn 'Chicken' Jones

Plotting was a nightmare. Loads of errors in the plots given by G&PMC. Rob suffered with a headache and a massive hunger at the start - soon remedied by a Burger! Once on the road no problems to speak of. Came 1st O/A by a Margin of 1m 45s from Matthew Jones / Richard Morris



**Steve Lewis was doing the Interviews.
Chris Woodcock was away on the Argyle Rally**

Clubnights & More at CDMC in June

Sunday 24th June
Burnley Classic Car Show
Townley Park



Tuesday 26th June
Navigational Run (2)



A gentle run out in the Ribble Valley solving 'Complex Navigational Clues' and picking up Code Boards faced eight CDMC crews (but not too hard). The hardest thing was to avoid booking in too early. Four of the eight crews cleaned it, however, one crew clawed back time at the end of a Neutral and learned a valuable lesson. Terry Martin missed a code board and wrote 'SGW' in the answer sheet hoping it wouldn't be noticed - it was noticed - and got a 5 min penalty! - Demoted to Novice

Results

= 1 Ben Mitton	Levi Nicholson	Clean
= 1 Dan Fox	Leah Brown	Clean
= 1 Dan Sedgwick	Sam Ambler	Clean
= 1 Steve Butler	Paul Buckel	Clean
5 Paul Redford	Francesca Redford	2m
6 Steve Price	Terry Martin	5m
7 Paul Flynn	Lee Ormerod	20m
8 Gareth Shepherd	Roger Mather	22m

Liverpool Motor Club



Club members meet at
The Unicorn Inn, Cronton
on the 2nd Tuesday of each month
from 8.00pm.

The Unicorn Inn,
405 Cronton Rd, Widnes,
Cheshire WA8 5QF

Marshals wanted at Aintree & Barbon Manor

More marshals are always needed for Liverpool MC's Aintree sprints & track days, and the Hillclimbs at Barbon in Cumbria.

Can you help? Previous experience not required, nor are a pair of those fetching orange overalls.

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

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

Interested?

Want to know more?

There's more information at

www.liverpoolmotorclub.com

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

Events 2018

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

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.

Warrington & DMC

www.warringtondmc.com

W&DMC

meets at 20.00
every Tuesday at
Cock O Budworth,
Warrington Rd,
Gt. Budworth CW9 6HB



Wern Ddu

On the A494 (LL21 9DY)

Gravel PCAs

Remaing Dates for 2018

Sunday,	16 th	September
Sunday,	21 st	October
Sunday,	11 th	November
Sunday,	2 nd	December

Regs : www.warringtondmc.com



JRT Enville Stages

Ty Croes, Anglesey

1st July 2018

On-Line Entry

<https://www.rallies.info/webentry/2018/jrtenville/webentry.php>

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



WALLASEY MC

The Club Meets at Every Monday at 9-pm.
Port Sunlight Village Social Club,
Bridge St, Port Sunlight CH62 4UP

Bolton-le-Moors CC

The Club Meets at 9-00pm
every Thursday
@ Horwich RMI Club,
Chorley New Rd, Horwich.



meet every Thursday
at **Fiveways**, Macclesfield Road,
Hazel Grove, Stockport, Cheshire,
SK7 6BE from about 20.30

Hexham & DMC

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



A View From The Shore

News from Blackpool South Shore Motor Club

by Phil James

South Shore Motor Club members found there was no shortage of activities to occupy them in June as aside from competing they had a rally to run!

In fact, it could be argued that they had not one but two rallies to run with the Keith Frecker Memorial Weeton Stages and the Keith Frecker Junior F1000 Weeton Stages running in tandem. Thankfully Preston MotorSport Club stepped in as co-promoters and both events went without a hitch thanks in no small part to the hard work put in by members of both clubs at the Weeton venue. A significant amount of tarmacing, concreting and gardening was done the weekend before the actual event. Gardening? Well, insofar as horticultural skills were employed to clear vast tracts of roadside edges to unearth the venue's famous kerbs. Is that not gardening... of a sort?

As for the day of the rallies, with a large number of South Shore members taking on organising roles only a few were free to compete. Robert Kennedy and his Welsh co-driver Catrin Jones took top honours in Class 1 finishing 21st overall in their Nissan Micra, while Skoda Felicia crew Lee Hartley and Barry Armer finished 31st overall despite breaking three driveshafts. Callum Cross was the top South Shore finisher after co-driving Adrian Lloyd to 19th overall in a BMW E46 Coupe. It wasn't such a good day though for husband and wife crew Simon and Katy Mills who retired their Vauxhall Astra on the opening stage with engine issues. Nor did things turn out well for Riley Banks in the Junior Rally who made an early exit in his Peugeot 107.

There was some success for another South Shore crew that same weekend with Mark Holmes and Craig Simkiss winning Class C5 on the Carlisle Stages after finishing eighth overall in their Ford Escort Mk1. Unfortunately, that success was short-lived as the pair then retired on the Red Kite Stages.

On the Targa Rally front Quentin James and Tom Howe completed the Shaw Trophy Rally twelfth overall in their Citroen C2 before tackling the tests again on the Lake District Targa Rally. A promising start was soured when a bent front chassis leg pulled the sump guard forward and by the time they'd completed the Threlkeld test it was hanging off. Step forward Andy Graham of Lake 3 Recovery with the loan of a trolley jack to speed up the process of removing the guard. With the errant guard then dispatched to the boot it remained in the back of the car for the rest of the day. Despite the handicap of having no protection to the car's underside the Shore crew finished the rally sixth overall and claimed the second in Class T2 awards for their efforts.

Photos:

Holmes/Simkiss (Escort Mk1) Carlisle Stages

Kennedy/Jones (Micra) KFMWS

Mills/Mills (Astra) KFMWS

Hartley/Armer (Felicia) KFMWS

Lloyd/Cross (BMW) KFMWS

James/Howe (C2) Lake District Targa Rally



16/17th June

Keith Frecker Stages Weeton

Sunday June 10th

After much midnight oil burning preparing the car due to combining being Clerk on the following weekends GPMC Memorial Road Rally, 60 hour weeks in the day job the car was finally ready in the early hours of the day of the rally.

A small selection of tools, some spare fluids and a 20 litre jerry can of fuel were loaded into the Fiesta and a course set for Weeton where upon arrival I was asked by the marshals at the entrance where is my service vehicle to which I replied this is it and the marshal duly affixed the small service vehicle sticker on the windscreen.

I made my way into the paddock to unload the service kit and put out the required tarpaulin sheet next to the entries from Newton Motorsport. Once co-driver Johnathan Cragg had got himself sorted out and adjusted the belts we made our way to noise, scrutineering and signing on all of which were pain free.

With mandatory drivers briefing out of the way it was time to ready ourselves for stage 1. Running 2nd to last we were not too much of a hindrance to the cars already on stage and the last car which caught us before the stage end, but we made it to the end without any dramas.

A quick check of tyre pressures and wheel nuts and it was time for stage 2, starting as the very last car, but improving stage time by over 20 seconds. The pattern continued for all pairs of stages except for stage 7 where due to a wire coming off the coil resulting in a stage maximum.

The stage layouts were all excellent, albeit a bit more suited to cars with more than the 45bhp available from the 957cc ford crossflow. Once caught by faster cars we were able to keep up through the corners but once on the straights the power deficit became obvious as the distance stretched quite quickly.

The F1000 Championship control Yokohama tyres were brilliant all day offering superb levels of grip with the only issue being a raise in temperature to almost 50psi in the fronts after one of the stages, probably due to my cornering technique of launching the car at all the corners in an attempt not to scrub too much precious speed off.

Overall a thoroughly entertaining days rallying at a great venue with the final result being 29th overall and 2nd in under 1000cc class over 10 minutes behind the impressive Robert Kennedy/ Catrin Jones in their K11 Micra. All being well an entry will be submitted for the next round of the Senior F1000 championship where I will attempt to get a bit closer to Robert on the Solway Coast Rally at the beginning of August.

Thanks to Lee and Andy Jones and Newton motorsport for looking after the car on the day.

**Steve Kenyon / Johnathan Cragg
Car 48 : MK 1 Ford Fiesta
Garstang & Preston MC**

MARSHALING NOT Martianing



It all started at Myerscough College, I got signed on then had my complimentary bacon butty and brew!!!

Had a chat with some of the crews spirits were high!!!! Steve Lewis joined me then off to the pub for a swift pint.

We got to TC17 in plenty of time, as we were waiting we thought the martians were going to attack as there were strange shadows in the sky. Anyway back to the rally, there were a few crews missing at this point, Domanic Mactear had drowned his MG and Sam Ambler was munching grass!!

So a good nights rallying was had by most crews, oh and the martians turned out to be a flood light reflecting off the wind turbine at the quarry!!!!!!

**Gareth Shepherd/Steve Lewis
(Clitheroe & DMC Marshals)**





Garstang & Preston MC Memorial Rally

16/17th June

This was only my third event of the year and after the poor showing on my part on the Kick Energy event it was a slightly apprehensive Varty that turned up at the usual Myerscough start on a dry evening for GPMCs latest offering. The usual ten figure map references (is this really necessary?) with plenty of time allowed to determine the route showed a slightly different thinking had prevailed within the organising team this year...the only question I would have is why don't all boards/controls listed have an accompanying plot...I appreciate that things can change right up to and until the off but it can cause much debate in-car when coming up to an unexpected control board or much hesitating when say a spectators car is assumed to be part of the marshalling team?

Both car and driver were in good form as we headed out to the first section just west of St Michaels. Now some folks don't like the very bumpy Fylde lanes, but I think because they aren't used too often they do offer a different experience...not sure the Dixon/Townley 306 crew would agree as they seemed to have gone straight through the hedge and landed in a field below the road...all on the middle of a lengthy straight! Hope all ok guys and that the car wasn't too difficult to recover. The next few sections ran up to and beyond Kit Brow which is where I wrong slotted a couple of times and we duly dropped 3 mins to most other people although whilst we got through the surprisingly full ford without problem a few seconds were lost behind Dom "Martini" McTears MGZR which was being pulled out of the white on the end of a rope! The route to petrol in Lancaster went ok without error and once there, we seemed to have no time for the planned regroup and so it was effectively straight out for the second half.

The second half passed without too much drama to be fair and apart from dropping a minute compared to others around us on the Lythe section (which surprised us both tbh) we came home in a satisfactory 11th o/a which we were both reasonably happy with.

A good breakfast at Huntleys completed the event for all. The only other thing that I think is worthy of a mention is that I don't think it was clear how the crews were to fill the code boards in...with missing boards and unexpected boards it became difficult to understand which one to put where on the card...it seems many navs had adopted differing approaches to this!

Thanks to Steve Kenyon and his team for an excellent route and a jovial set of marshals plus the dry weather- well done to all from GPMC. Overall it turned out to be a great night for CDMC with the overall winners, the first semi and first novice all coming from the club with the youngsters making their mark in fine style...a fantastic effort from all at CDMC.

Tony Vart : Clitheroe & DMC : Car 26

Photo Courtesy of Jez Turner



Photos below Courtesy of Duncan Littler
e-mail: dunclitz@hotmail.com





Carlisle Stages Rally

8/9th June



Bird Wins ATL Carlisle Stages Rally

Just a week after finishing on the podium at SOL Rally Barbados, Penrith rally driver Paul Bird swapped the dry Caribbean asphalt for the daunting gravel roads of Kielder Forest only to emerge victorious on the ATL Carlisle Stages Rally.

The event, based in his native Cumbria, formed round five of the Jordan Road Surfacing BTRDA Rally Series.

Bird, who led the series going into his local event due to a string of consistent podium finishes, including taking victory on the opening round, was hoping for more of the same. But after three days of the fast closed roads of Barbados, the changeable weather in the UK made the infamous roads even more trickier and the former National champion found himself in sixth place after the opening stage.

However, the pair fought back to move up to third after the 14-mile Newcastleton stage which comprised SS2 before taking the lead after a 15-miler in Kershope which formed the penultimate test. By now, Bird was over 20 seconds to the good over his nearest rival and he maintained the gap to the finish to take his second maximum of the year.

With a number of title rivals retiring, Bird increased his lead as a result meaning he holds a healthy advantage going into the next round in Wales which comprises the Nicky Grist Stages Rally on July 14th.



Carlisle Stages Rally

8/9th June



So a month on from my debut on the Plains Rally I was back out for the 5th round of the BTRDA Rally and Fiesta ST Trophy, the Carlisle Stages Rally held in Kielder. The stages were tricky with 2 long 14 mile stages to mix things up throughout the day.

The day started off with a 3 mile run through Florida, which was really loose but non the less I had a good run despite a small moment towards the end of the stage. Then it was straight into the 14 miles of Newcastleton, which was a real challenge with the stage starting off really fast and flowing but tightened up as it ran along the river. I found a comfortable rhythm through the first half of the stage but caught a car and got stuck in their dust for the majority of the second half of the stage even with a front puncture. The car finally moved out the way although the dust from previous cars meant it was very hard to see the corners never mind commit round them! It amazed me to be leading the Fiesta's at the end of this stage never mind being 13 seconds quicker than the next ST Trophy competitor. To end the loop a run through Ash Park, which was fast and flowing with no issues. Back into service, I did not expect to be lying 30th overall and 1st Fiesta ST.

2 Stages remained after service. Unfortunately due to an accident in stage I did not get to start the stage, so me and Paul headed into Ash Park 2 which was rough to say the least. My aim was to protect the lead I had built up during the mornings stages. Although I suffered a front left puncture which quickly went down to the rim and the tyre wrapped itself around the front arm, and a rear left puncture mid way through the stage. After wrestling the car to the end of the stage I could not have done anything else to keep the lead. After sorting a wrong notional time out when back at the finish in Carlisle, Paul and myself had done enough to take the win in the Fiesta ST Trophy and N3 Class by 25 seconds, and finishing 28th overall. I was over the moon with the result and did not think I would be battling for a podium at the start of the day never mind taking the Win! A great effort for just my second gravel rally.

A huge thanks to Paul Hudson for a top job on the notes yet again, few scary moments but it was worth it! Simon Hewitt for keeping the car in perfect form, I kept you on your toes throughout the day. Finally to Lee Tindall and Clair Tindall for allowing me to compete.

Another huge thanks to the ST organisers Ian Arden and Tim Kirvan-Rodgers, nothing you guys could do about the conditions of the stages. Really appreciate the time and effort you guys put in for all us ST competitors.

Ewan Tindall : Whickham & DMC (17 yrs Old)



Carlisle

Stages Rally

8/9th June

Tommi on Top in Carlisle

Clitheroes Tommi Meadows came away from his latest challenge with a maximum points haul, taking the BTRDA 1400 category win on the ATL Carlisle Stages Rally in his Ford KA.

Joining Tommi in the car for their second rally together was Emma Morrison, and the pair were straight back into the rhythm of things following on from a good result on last month's Plains Rally.

45 miles of flat out action through the infamous Kielder Forest on Saturday made up the Carlisle Stages, with Meadows fully aware of the deep ditches and high speed sections that lay ahead. For the first time in several years, the smaller 1400cc category cars ran in front of the higher powered cars so that they could benefit from smoother stage conditions. However, this proved to make things more difficult than expected for the 1400 crews. Despite it being bone dry in Kielder the week before the rally, the surface was extremely loose and with no clean line for the front-running competitors to follow, it made for extremely slippery stages.

Tommi and Emma battled through the morning's loop, and trying to keep a neat and tidy driving style at all times seemed to be paying off, as they returned to the midday service halt with a 30 second lead in the 1400 category over their nearest rivals.

"If I'm honest, I wasn't expecting to be this far ahead of everyone else at this point. It's a shame that Chris Powell & Dave Brick have dropped time with issues, but there's still plenty of quick cars and drivers in the fight. It was so slippery this morning that I thought there was something wrong with the car's setup, but it seems like everyone has had the same problems and it's purely because the surface is so loose," Tommi commented.

The afternoon loop consisted of two special stages - one of which was a classic 15 mile run through Kershope. The climate in Kielder can be unpredictable at the best of times, and the crews were faced with a torrential downpour from an early point in the stage, giving similar grip levels to an ice rink! A well-judged and mature drive through this test saw the 18 year-old catch 2 cars running in front, even with cars starting at one-minute intervals.

A clean run through the final stage in Ash Park saw Meadows and Morrison emerge with the 1400 category win by a comfortable margin of 41 seconds over the nearest contenders Steve Black & John Connor in their Suzuki Swift S1400. This win comes at a good point in the year, and the teenager is starting to string some good results together.

"I'm so chuffed to come out with the win, it definitely hasn't been easy. The pressure was on us this afternoon because it would have been so easy to put the car in a ditch and throw it all away, especially with the downpour in the penultimate stage. I came into this event with a clear plan to drive neatly & tidily, and we've done exactly that," said an elated Tommi.

"I think things are starting to come together for us and it's a testament to the hard work that everybody is putting in behind the scenes to get us here. I'd especially like to thank the 2300 Club John Easson Award, Hippo Motor Group and Sagar Insurances for their support. Gareth Hooper has prepared a winning car that has been faultless all day, and Emma my co-driver also did a brilliant job - I really benefited from her experience when the conditions got tougher this afternoon and she kept me fully focused so that I didn't make any silly mistakes".

The next championship round will see the team compete at the Nicky Grist Stages Rally in July based in Builth Wells, where Tommi will be looking to emulate the Carlisle win.





Carlisle

Stages Rally

8/9th June



The 4th round of the BTRDA Gravel Rally Championship



Photo Courtesy of Carl Leovold

We were in our Mitsubishi Evo 9 N4 Production Spec, so arguably the 4th tier of 4 wheel drive behind the WRC, R5, Gp A spec cars.

There were 29 of those cars entered and that is before you consider the Mk 2 Escorts or equivalents so it was a healthy entry and plenty of competition.

We got off to a good start and got up 5th O/A and 1st in class with a 14s lead over Russ Thompson / Andy Murphy in 2nd in their Evo 9.

We arrived at Service quite happy until discovering that we had lost the sump guard.

We only had 45 mins of service time left and nobody carries a spare sump guard so it was either retire or do something.

The only thing we had was a piece of old 10 mm plywood that we used to support the trolley jack on soft surfaces so we decided to bolt that underneath using self drilling and tapping tek screws.

The aim was to finish the event and score points.

For the Kershope stage the heavens opened in the middle of the 14 miler and there were cars off everywhere so we lost a bit of time to Russ who drove brilliantly to take back all of our advantage plus 3 more seconds.

As we waited for the last stage we inspected the improvised sump guard and it was already looking very second hand with a big hole under the exhaust - we would need to be careful of the conditions in the second run of Ash Park.

We went flat out to overhaul Russ but towards the end of the stage suffered a front puncture which we carried on driving through but it took out our brake hose so we finished the stage with no brakes.

We thought the position was lost but Russ had also been trying hard and had hit a log breaking his rear hub, as his damage was worse than ours we ended up finishing a minute ahead.

At management we fixed our issues and made it back to the finish.

We finished 1st in the Production Cup / NR4 and 4th overall on the event / 3rd overall BTRDA such had been the attrition due to the weather and the fact it was Kielder.

We only missed out on 3rd overall by 2 seconds so the puncture cost us dearly but that's rallying.

A special thank you to Carl Leovold and Baz Wheeler who got the sump guard back to HQ for the end of the event - confirmation of the good will from rally spectators.

Also thanks to Kev Booth who took the group photo of us celebrating at the end of the event.

Thanks also to Loz on the notes for pushing me on and giving the extra confidence to go hard in Kielder.

Finally to George and Iain who were on their 1st Service support of the year for us and instead of the feet up and 'cream teas' they were expecting had to work bloody hard to keep us in the event - Cheers Guys.

Chris Cornes & Joshua Cornes : ERO





Carlisle Stages Rally

8/9th June

Safety Car Adventures

When you rise to the dizzy heights of a Stage Commander you get roped in to all sorts of wonderful jobs. One such role is safety car and my old pal and stage commander super star, Mark Dickenson, was asked to do such a role on the Carlisle Stages Rally this year but he needed someone to drive his commanderness around for the duration. That's where I come in!

The reason I was asked by Mark is because I am a fantastic rally driver with skills and perception beyond belief. I have marshalled on hundreds of rallies and set up award winning stages!!!!.....errrrr...no....its because I've got a Subaru Forester and can drink as much as him!!! Well, I am also a rally driver and have set plenty of stages up but when you are sat in a car for two days with someone, sharing a room and every waking minute with them it's a good idea to select someone who you can have a laugh with.

To ensure we had some protection against the potentially razor sharp Keilder forest stages I borrowed a set of rallyists wheels and tyres off my friend and promised I would look after them! There were only 8 stages with 64 miles in total but the road mileage to and from and around the stages was nearly three times as much. Fortunately I merely cleaned his tyres up rather than destroyed them totally but had we of been on normal road tyres I would be asking my friendly tyre fitter man for at least four new tyres! In some places the rocks were sticking up like daggers just waiting to shred the unsuspecting safety car's tyres like a hot knife through butter!

So tyres sorted and loaded in to the oversized Impreza we headed off to the H&H Auction Market in Carlisle under the blazing summer sun! Our duties for the event were to run as Safety Car 000 and anything else required to help make the event run smoothly. So as we set off to find the large Kielder rally playground we were given the added task of manning a passage control after the second stage which was great news as we actually got to see a rally car as well as the cheerful marshals, dedicated spectators and hordes of midges! The Friday evening was for the 2WD guys and they had a total of three stages to do, which were all in fine condition as we drove through them and from the looks on the faces of the extremely sweaty crews they enjoyed them as well. Dust was the order of the day and as the last few cars arrived they brought with them an added bonus of midges who had obviously hitched a ride from the start line! No amount of rally rubber on the rims of the Forester could protect us from these savage little buggers but as they really started to tuck in we jumped in the car and cleared off back down the road to HQ!

Having volunteered to do the passage control we had inadvertently made ourselves late back to the Premier Inn in Carlisle and only had ½ hour of bar time left which we ensured was put to good use! I can recommend the Guinness there. After plenty of tales from all about their adventures through the day it was time for bed as we had a 6am start and a long day ahead.



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Safety Car Duties

Continued from Page 22

The glorious early morning sun had warmed Carlisle village up and the temperature was already in the high teens as we wandered across the car park to the dusty Forester. We had five stages to drive through, two of which were 14 plus miles long, real Keilder classics, and parts of them would be used twice so we were expecting some rough surfaces. We weren't disappointed! The forester usually runs on 16 inch rims but the gravel tyres only seem to come in 15 inch with a smaller profile so that dropped the car by an inch all round. Add to that I only had the standard fitment Subaru plastic splash shield underneath meant a day of bum clenching journeys through the forests!



Unfortunately a very inconspicuous dip caught my rock radar off guard and the resulting crunch turned my attention to the oil light! Fortunately it didn't illuminate and we got to the end of the stage with a sigh of relief. However, we were losing oil so as we had a gap before the afternoon fun we sped off to Longtown to find some oil to keep the Forester lubricated and boxing away as Subaru had intended. Oil topped up and all happy we headed back to New-castleton where we had time to inspect the damage in the town square. We looked like proper rallyists with oil dripping from the underside and the car jacked up with one wheel in the air like a dog begging for a treat!

There was a lot of oil under the car but it didn't seem to be coming from anywhere! A thorough inspection with the most powerful of torches, an Apple iPhone, and still nothing jumped out although the biggest drips did seem to be around the bottom of the oil filter. As the iPhone peered into the darkness of the underside of the Foresters engine bay it reflected off something that looked like bare metal on the bottom of the sump. A huge gouge had been taken out of the Subaru tin container and had bent the side wall! Our virtual sump guard had guided the rock that caused this to the strongest part of the sump and had missed puncturing this crucial part of the engine by millimetres. Fortunately this wasn't the cause of the oil leak and seemed to be a scar rather than a wound!

So my shopping list for next year was starting to build. Sump guard, bigger wheels and the rear suspension was knocking hell out of itself, it had the Forester sag down to a fine art, so that would require some attention soon. I hope Father Christmas has strong arms and deep pockets! Fortunately I didn't need a new sump or engine, yet! But the oil continued to drip.

After a sunbathing session in the town square we headed up to the longest stage of the day, Kershope, which started by Kershope Bridge and climbed right up to the top of Buick Fell where the blue skies were replaced by thick black clouds! The biblical weather concealed in these huge dark banks of cloud was to play a big role in the final outcome of the rally but at the time we started to descend from Buck Fell only spots of rain nestled between the dead midges on the windscreen. One hour later the heavens opened and Noah set the fastest time on the last five miles in his historic Ark1 !!

With Just Ash Park 2 to do we checked the oil, topped it up and set off to the start line. My heart sunk at the same time the Foresters front end did, in to the ruts at the start line! The straight leading up in to the forests could have been driven hands free as the tram lines continued as far as the eye could see. I would have to straddle them if I was to protect the little bit of sump I had left. And that was the story all the way round the 7 mile stage with Subaru swallowing ruts in the corners and one section of the stage that the top boys would glide across but the Forester had to tip toe over in first gear as the boulders that formed the road were like giants fists waiting to punch a hole in the exposed Subaru sump! You couldn't have got a Barclaycard between my bum cheeks I was that tense in anticipation of a crunch followed by a bright red light on the dash! But it didn't happen and we got through in one piece.

A very enjoyable drive back to the auction mart in Carlisle and the removal of the rally stickers signified the end of the event for us. I put the road wheels back on, they seemed huge compared to the small gravel ones, and gave the very dusty interior a quick wipe over. The oil was still dripping out of the perished filter so a few top up stops would be required on the very steady run back home. It had been a fantastic couple of days and we had helped make this great rally run. When you see just what goes on behind the scenes it makes you realise how much work is done by such a small team to put these events on. The relevant and informative information that crosses the air waves from stage to management radio and back again ensures the rally keeps to schedule and any incidents are dealt with in an organised manner and all involved kept informed.

And the oil leak? After a closer inspection on the drive at home it turned out to be the bottom of the oil filter had a pin prick size hole in it and the oil only came out when the engine was running and generating enough oil pressure to push the golden lubricant out! A new oil filter at the cost of £10 was a very cheap fix but it could have been a lot worse!!

My list of parts needed to bolt on to the forester for next time is growing and the work has started on widening the chimney for Father Christmas to deliver them all!! Thanks to Mark for asking me to chauffeur him round and for the laughs and guidance over the rough terrain and to all the spectators for keeping safe!

Neil Raven : Ilkley & DMC

Abingdon Motorsport CAR-nival Rally 10th June

HRCR Mini Sport Cup

A scorching Sunday saw the third round of the 2018 HRCR Mini Sport Cup, with the Abingdon CAR-nival organised through a combined effort of Craven MC, Farnborough District MC and Sutton Cheam MC.

A new location for the Championship calendar, Abingdon Airfield offers crews 70 miles of fast-paced tarmac set over 8 stages, attracting an entry of 20 Minis!

Military roads are notorious for their long stages taking a gruelling toll on cars competing, and Abingdon was no exception, combined with the almost exotic heat our Minis struggled. When you hear the term 'extreme weather conditions' the image that springs to mind is torrential rain, hail or even snow, but never glorious sunshine! However, this sunshine although a welcome change for the minus temperatures of the AGBO, left the majority of our crews with issues – some directly due to the heat and others just unfortunate luck.

The first retirement of the day was unfortunately newly engaged Ryan Taylor/Hollie Churchill, who just half a mile from the end of Stage 1 blew a head gasket! With Ryan adding that. *"it was over 160 degrees when we got it off, there's no bodywork to be done just mechanical, we'll get it fixed and be out for another round!"*

Peter Ellerby/Ben Anderson were forced to retire Stage 3 for the third time this Championship, particularly upsetting this rally as the pair had played their 'Joker Card', with no points being won this round that will now not apply – it was a small piece of metal breaking off from the rocker cover that caused untold engine damage, including but not limited to a broken valve and piston resulting in the retirement. Marting Melling/Carmel Venables were also struck with the bad luck on Stage 3 when their gearbox went, forcing retirement.

The heat proved too much for Steve Robinson/Alan Jones who were suffering with cooling issues, running far too hot even when stationary, ending their rally Stage 4 – unfortunately the second retirement in a row for Steve on only his 3rd rally of the Championship. Hitting a chicane dragged out by a previous competitor resulted in Rick Ford/Paul Marshall retiring Stage 5 with steering issues.

Craig King/Clare Bird had a truly unlucky rally, losing brakes on every single Stage! A spin and stall on Stage 1, forced the pair to miss the second Stage to remain in service and fix the issue – that turned out to be a loose HT lead at the coil. Further issues included a failing fuel pump and a fire on Stage 6! Craig explained that, *"we arrived at the finish control when flames appeared from under the bonnet. I turned to tell Clare to get out only to find she was already running away from the car! I got out and put out the fire before it took hold or caused any damage. It had started due to an oil pipe coming loose and dropping on to the exhaust manifold which melted it, and then set fire to the oil."* Back in service this was fixed allowing Craig and Clare to get back out, another loss in brakes meant that Craig & Clare had to finish with just the handbrake – placing 13th o/a. It was hard work, but great news that Craig & Clare managed the finish as they had chosen Abingdon to play their 'Joker Card' for extra points!



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Abingdon CAR-nival MiniSport Cup Continued from Page 24

It wasn't bad luck for all of the crews, following on from their early retirement at Dixies and despite a concern over potentially burning out the tyres from pushing on the long stages and loosing brakes throughout due to the heat, Clive King/Anton Bird didn't let that stop them and battled through the day to finish 1st MC3 & 2nd Mini o/a! Anton said of the result that, *"It was hot and sticky, fast and furious! Pushing harder and harder all day to come out on top."*

Junior Mini Sport Cup competitor Jack Hartley/Gary Dawes had another successful round, leading his MC1 throughout the day, even shaving a whopping 19 seconds off one of their previous Stage times. Jack explain that *"we passed 2 Micras straight off the bat on Stage 1, however we felt that the tyres were gripping to the tarmac too much and we weren't cornering as we wanted to. Back in service, we made the tyres harder and we've been feeling improvement with the Mini since – it's turning in to corners a lot better now."* A spin on the last Stage cost Jack & Gary valuable time, and ultimately losing them 1st in Class to Ken Pryce/Don James by just 4 seconds!



Abingdon saw the return of Rhodri Roberts who partnered with Chrystal Culkeen and having played their 'Joker Card' had a good solid run, despite a penalty for Stage 1, finishing 2nd MC3 and 12th o/a. Barry Stenhouse/Franke Hillman explained that they'd *"had a few little problems throughout, but nothing that we can't fix with tie wraps! We're going for the finish!"* the help of the trusty tie wraps saw Barry & Franke finish 10th o/a.

As the afternoon drew in, temperatures soared and our crews were removing wheels and tyres every service trying to cool the brakes, many resorting to pouring water over them. Many of the crews also started running the stages without their grilles – as Minis tend to hold heat under the bonnet, with nowhere to go, the grilles were removed in an attempt to push more cold air in.

Louise Thomas/Heidi Woodcock settled in to the Stages early on, beating their own times, although having a bit of a fright when they ended up on 2 wheels in Stage 3 and very nearly rolling, Heidi added that *"it was very close!"*, also catching something that knocked the tracking, but the swift work in the service area had them re-set, the girls Rover Cooper was also throwing out water each Stage, with service crew monitoring this issue and having to top up each Stage, despite these issues the girls pushed on and bagged their first award of the 2018 Championship as 2nd MC4 and 9th o/a.

Jim Brindle/Sam Bould were having a good run until disaster struck on Stage 3, going in to the Stage with an exhaust however finishing the Stage without! Once back in service a donor exhaust was fit from retired Peter Ellerby & Ben Anderson's Mini, allowing Jim & Sam to complete the rally and finish 1st MC2 and 3rd o/a!

Shame Gamble/Bob Ward suffered a broken drive shaft on Stage 3, however the quick work of Ian Clare & Antony Elkes service crew got that change over in service, allowing Shane & Bob to push on and finish 3rd in MC2 and 5th o/a.

Current Championship leaders Ray Cunningham/Jared Gill were setting fantastic times once again, unfortunately an error on Stage 1 resulted in a penalty time of 22 minutes for the Stage, costing Ray & Jared the top spot – finishing 6th Mini o/a.

John Cressey/Martin Cressey were consistently topping the leader board throughout the day, however a broken drive shaft in Stage saw them towed back to the service area and a full 30 minute time being allotted, ultimately loosing the crew their first win of the Championship. However, the quick work of Mini Sport's Michael Anderson in service saw John & Martin back out for the final stage, resulting in 3rd MC2 and 11th o/a.

Andy Walkingshaw/Laura Mulrooney were plagued with yet another exhaust problem dragging it round the Stage 1 (much like Dixies where Andy's exhaust dropped off!) but thankfully with the help of Ray Cunningham/Jared Gill's service crew member Kevin, this was reattached and Andy had no further issues until a crunching gearbox in Stage 4 *"were hoping that it'll hold out for the last 3 stages and then we can rebuild if after the event!"* And hold out it did, as Andy & Laura had a fantastic result finishing 2nd MC2 and 4th o/a!

Ian Clare/Antony Elkes proved once again that they're definitely the crew to watch in this year's Championship with yet another sterling performance! Early brake issues being cured in service and other than loosing oil pressure there were no major issues for Ian & Antony whose consistently quick times resulted in them finishing 1st MC4 & 1st o/a – a well deserved result... Well done Ian & Antony!

The Yokohama prize of two A039's, the regulation tyres used throughout the Championship, was won by Steve Robinson for his white Mini Clubman GT!

With 7 weeks to go until the 4th round of the HRCR Mini Sport Cup at Solway Coast Historic on 5th August, the crews have plenty of time to out those niggles and prepare their Minis for the challenging roads of Dundrennan Solway Ranges!



Rally Van Wervik

Rhys Yates has become the first British driver to win the Rally van Wervik, after he and co-driver Elliott Edmondson clinched outright victory on Round 3 of the Protyre MSA Asphalt Rally Championship in their Brettex-backed ŠKODA Fabia R5. Wayne Sisson/Max Freeman have taken the lead of the Championship mid-way through the season, after another impressive performance in their Mitsubishi Lancer Evo X.

Yates was surprised to be leading the Belgian event after the opening stage, but drove well and never had a single moment as four more fastest overall stage times (including the 12th and closing stage) gained him a richly deserved place on the top step of the podium and maximum Championship points.

It was a great event for Carlisle-based CA1 Sport, as Yates' stable-mate David Bogie took second place in the Asphalt Rally Championship. It was the former British Rally Champion's first asphalt event for twelve months, but having understandably lost a little bit of time early on, he and co-driver John Rowan were soon into their stride in their Brasswell Developments/Pallet Force Fabia R5 – and eventually finished 1 minute 28.3 seconds behind.

Having finished second on the Bet On Aces Manx National Rally, Daniel Harper bagged another impressive haul of points with third in his Minisport-run John Cooper Works Mini WRC. The event didn't start well, with an overshoot at a junction, but his confidence returned after first service with he and co-driver Chris Campbell getting quicker and setting some impressive times as the event progressed.

It was a very close battle for the final podium position, with just 10.8 seconds separating third from fifth. A very impressive Belgian rally debut saw Barry Groundwater/Neil Shanks take fourth after a textbook performance in their Groundwater Lift Trucks/AMS-backed Mitsubishi Lancer Evo X – the Aberdeen driver finishing just seven seconds behind Harper.

After three excellent results, Wayne Sisson now leads the Asphalt Rally Championship in his AMS Mitsubishi Evo X having finished fifth, just 3.8 seconds behind Groundwater. Also a newcomer to Belgium, he and co-driver Max Freeman followed up their excellent seventh on the opening Melvyn Evans Motorsport Tour of Epynt and third on the Bet On Aces Manx National with fifth in Wervik to take the lead at the top of the points table for the first time. Adrian Spencer's RED Industries Subaru Impreza WRC had undergone a major rebuild since the Manx and was now back on song. He and co-driver Matt Daniels took sixth, but only after spectators helped them out of a ditch in the afternoon, which cost them a minute.



Rally VanWervik

Continued from Page 26

Despite hiring a Yokohama-backed Peugeot 208 R2 locally and using a new co-driver in the form of Welshman Yan Griffiths, Jerseyman Ed Fossey did his R2 class title aspirations no harm at all with a magnificent class victory. He finished ahead of Ross Brusby/Hannah McKillop, who made an excellent Championship debut in their Chesterfield Transporters-backed Ford Escort Mk2, while Steve Retchless/Sasha Heriot had a great untroubled run in their re-built road-rally Escort Mk2. Richard and Pat Egger also had an excellent run to a top 10 Championship points-scoring result in their Highland Cottage Vauxhall Nova. They were followed home by Mike Pugsley/Stuart Powell (Escort Mk1), Kevin Harbour/Dave Tortoiseshell (Dovebank Motors Citroen C2R2), Tim and Jack Waters (Renault Clio V6) and Johnnie Mulholland/Jeff Case (Marshall Leasing Fiesta R2).

Jason Pritchard was hitting the rev-limiter in several places, but what concerned the 30-year old driver more was a problem with his North Road Garage Ford Fiesta S2000's clutch. He was right to be worried, because despite efforts to limit using the clutch, including pushing the car into time controls wherever he could, he and co-driver Phil Clarke's rally ended before mid-distance.

Damian Cole arrived in Wervik looking for nothing less than maximum points, even though it was almost 20 years since he'd last contested an event in Belgium. However, his Get Connected Ford Fiesta WRC started to misfire a mile into the opening stage and by SS3 the car was running on three cylinders. As the problem couldn't be fixed on-event, as other crews were preparing to start the afternoon's loop of stages, Cole and co-driver Jamie Edwards were already on a cross-Channel ferry heading home.

Phil Turner/Ian Meakin were hoping to maintain their magnificent third place overall in the points table, but a suspected broken track control arm saw their Toovey Race Engines/ST Motorsport-backed Escort Mk2 understeer off the road and into a ditch on SS2, ripping the front right wheel clean off.

Paul and Julian Doroszczuk survived an early 100mph 360 degree spin in their Drockspeed Motorsport Escort Mk2, but it was a broken clutch which was to later put them out of the event. Roger Priestnall/Jamie Forrest were all set for another impressive Class B10 win when they put their Proton Satria S1600 into a ditch on the penultimate stage. Chris Wheeler's first rally in Belgium ended in incredibly unlucky fashion when he hit a rock that had been pulled out into the middle of the road on the opening stage. The impact broke one of his Citroen DS3 R3T's rear shock absorbers, putting him and co-driver Shaun Layland out at the end of the test.

Rhys Yates (1st) said: "We didn't expect to win, not at all. After the first stage Elliott and I were laughing that we'd taken the stage win, because we really couldn't believe it – and it just went on from there. We were here to get better on asphalt and get better in Belgium, so each stage I just wanted to drive better and be more comfortable. After about stage three or four I thought that if we could keep banging out stages like that, then yes, I thought we could win this. We didn't have any moments, it all felt comfortable from start to finish, and that's good for my confidence going forward. We'll talk to Jane [Evans, Championship Co-ordinator] now and hopefully we can get a few more rounds of the Asphalt Rally Championship in, because I've really enjoyed this. It's been an excellent day."

David Bogie (2nd) said: "It was good to come to Wervik and get experience of driving on the Belgian roads again. It's our first asphalt event since last year's Ypres Rally, and the three kilometre drive to the opening stage was our shakedown! We lost a bit of time early on, but we got through it, we learnt a lot, we tried a lot of different tyres and different set-ups and we've got a good result. Rhys drove well to score maximum points in the Asphalt Rally Championship and I'm happy with second, and we're looking forward to going to the Down Rally to build on that."

Daniel Harper (3rd) said: "The event started badly for us, but thankfully it's got better and better as the day's gone on. We lost about twenty five seconds with an overshoot through the tapes on the opening stage, and probably a total of forty seconds over the first loop of stages as we'd lost confidence and was backing off too much for junctions. Fair play to Rhys and David, they've driven very well – and we've taken as many Asphalt Rally Championship points as we could have after the start we had!"

The live streaming broadcasts from Rally van Wervik, with commentary from Howard Davies and WRC3 driver Amoury Molle, will remain on-line for viewing on the Special Stage Facebook page. Edited highlights will be broadcast on Motorsport TV, on Front Runner and on the Motor Trend On Demand channel, as well as the Special Stage Facebook, YouTube and App platforms, in due course – please check TV guides for details.

Round 4 of the Prot tyre MSA Asphalt Rally Championship is the Carryduff Folklift Down Rally (21 July).

2018 Rally van Wervik – Top 10 Prot tyre MSA Asphalt Rally Championship finishers

1. Rhys Yates/Elliott Edmondson (ŠKODA Fabia R5)....50mins 15.9secs
2. David Bogie/John Rowan (ŠKODA Fabia R5)....+1m 28.3s
3. Daniel Harper/Chris Campbell (John Cooper Works Mini WRC)....+2m 39.60s
4. Barry Groundwater/Neil Shanks (Mitsubishi Evo)....+2m 46.6s
5. Wayne Sisson/Max Freeman (Mitsubishi Evo)....+2m 50.4s
6. Adrian Spencer/Matt Daniels (Subaru Impreza WRC)....+6m 14.9s
7. Ed Fossey/Yan Griffiths (Peugeot 208 R2)....+7m 39.4s
8. Ross Brusby/Hannah McKillop (Ford Escort Mk2)....+8m 12.0s
9. Steve Retchless/Sasha Heriot (Escort Mk2)....+11m 00.7s
10. Richard Egger/Pat Egger (Vauxhall Nova)....+13m 35.3s

[**https://asphaltrallying.com**](https://asphaltrallying.com)



Rally Van Wervik

With only 4 weeks until the 3rd round of the 2018 Protyre MSA National Asphalt Rally Championship rally the Rally van Wervik in Belgium, it was a big job to get the car repaired in time and with having to leave on the thursday the car was only just finished in time, but everything seemed to be OK.

Never having been to Belgium before the team of Adrian Spencer and Matt Daniels in the RED Industries, Adgespeed, ABR Engineering backed Subaru Impreza WRC S11 were looking forward to the challenge and hoping to get their championship back on track after the Manx disappointment as with 5 rounds to count out of 6, a finish is what was needed.

Seeded at 25 and with a lot of top crews entered and with several BRC drivers, Rhys Yates and David Bogie registering for the MSA championship as practise for the up coming Ypres rally. Also entered were Championship leader Jason Pritchard bringing out his Fiesta S2000 as the Focus WRC was having some work done and multiple Championship winner Damien Cole in his Fiesta WRC, it was a very strong entry with 13 R5 cars, 6 WRC and some very quick local drivers.

The rally consisted of 4 loops of 3 stages and was based in the town of Wervik and with the stages being near, the recce was done in quick time. The stages consisted of 96% tarmac with some gravel but the biggest difference was the cuts required to keep the speed up, compared to the usual rallies where cuts are to a minimum and with a lot of ditches to catch you out it was going to be fun.

The service area was in the town centre and with the weather being quite warm it brought the crowds out which makes a change from the usual middle of nowhere Epynt and Otterburn events.

And so they set off for the 1st loop of 3 stages. The 1st was a shortish 3 miler to ease you in and with a steady run the stage was completed. On to stage 2 which was only a couple of km's away a 6 miler, this was going well until an overshoot at a square left dropped some time. but no other dramas. Stage 3 the last of the loop was different to say the least as it consisted on 2 laps giving about 6 miles, but 10 yards from the start was a crossroads at which you went straight on from the start, but then the stage brought you back to the same point at which you turned right to start the 2nd loop, but to finish you went straight across the junction. So you're sat on the startline when a car comes flying across the junction just before you start, lets hope they know what they are doing as I don't think they would allow it in the UK, but it worked very well with no aborted starts due to cars flying across in front of you. With the 1st loop completed it was back to the service area and then to a regroup area before going over the start ramp again before heading out for the 2nd loop.



Rally Van Wervik Continued from Page 28

With the overshoot Adrian and Matt ended up 39th O/A and 8th MSA. Rhys Yates in his Skoda R5 stunned the locals by taking the lead overall with David Bogie 6th. Daniel Harper in his Mini WRC was in a big battle with Wayne Sisson and Barry Groundwater in their EVO X's. However the end of the 1st loop saw the retirement of Damien Cole with engine issues. Out for the 2nd loop and with no dramas except for the anti lag not working leaving the boys down on power a clean run resulted moving them up to 27th O/A.

At this stage Rhys Yates was still in the lead of the rally with David Bogie 7th and a with big battle for 3rd as Pritchard, Groundwater, Sisson and Harper were 12th, 13th, 14th and 15th respectively. Adrian and Matt had moved up to 27th O/A.

For the next loop of the stages and with the weather staying nice and dry, the pace was good for Adrian and Matt until Adrian got caught out on a left into right with big cuts ending up driving along a ditch and being unable to get out they were forced to stop. Thinking it was the rally was over and annoyed at being caught out, when all of a sudden around 20 people arrived, hooked on a tow rope and pulled the car out of the ditch with some help from the 4 wheel drive and off they went losing just over a minute. Having seen the incar video and all the clips on Youtube (https://www.youtube.com/watch?v=9_qMuQwuW3Y) it seems like there was a couple of thousand spectators at the spot, so big thanks to them for their help. Back in service and with the team expecting some damage, all that could be found was a scratch on the wing, a very lucky escape and back in the rally. The indiscretion dropped them down to 33rd, but the loop saw the retirement of Pritchard with clutch issues whilst Yates maintained his lead at the top. That meant that Bogie moved up to 6th and Harper was in front of Groundwater and Sisson who were separated by only 10 seconds in 12th, 13th and 14th.

So it was off for the final loop and it was time for a steady run and no mistakes as 5th in the championship was too far ahead and Ed Fossey 7th was a further 10 places behind O/A. And so thats how it was with Adrian and Matt moving back up to finish 27th O/A and 6th Championship contender.

At the front Yates took the win O/A and 1st Championship contender, David Bogie held on to 2nd with Daniel Harper winning the closely fought battle for 3rd with Barry Groundwater 4th and Wayne Sisson 5th.

All in all a good rally and a good challenge to do something different. Hopefully now with the recent closed road legislation, we will now be able to have rallies like this being more accessible to the public. Also the format is much better as it is in Ireland by having 3 or 4 stages repeated 3 times, the event is set up for the day with no issues moving marshall's, safety management etc around to different locations.

The result now moves Adrian and Matt into 5th O/A in the 2018 Protyre MSA National Asphalt Rally Championship. The team are now sorting the car to get it back to full power for the next round The Carryduff Down Rally in Northern Ireland in mid July another 1st time event for the crew.

Adrian Spencer (Adgespeed) : Wigan & DMC



Bala and District Motor Club Ltd

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GARETH HALL MEMORIAL RALLY

SUNDAY 12th AUGUST 2018

At The Ranges Motor Sports Centre



2017 Winners; David Paveley/Rich Jones Photo Courtesy of Duncan Littler

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Regulations available from the 6th July – 12
Stages format run in 3 loops of 4 stages with a
service halt between loops. Entry fee £170 and
free overnight camping available

SPRINT Three Sisters Circuit Sunday 29th July,

A round in the SD34 Motor Sport Group Sprint & Hill Climb Championship. **To date, we only have 16 entries.** At this time last year, we had 31 entries for the same event

The SRs include the provision of a minimum entry level of 60 competitors, so I'm reaching out to the 7 invited championships to seek your assistance in promoting the event. We need a minimum of **6 more entries** from each championship (including our own, admittedly) to make the event viable. Again, Longton & District MC is committed to promoting and providing great value motorsport. I sincerely hope this won't be the first event we cancel because of a low entry number. We do, however, need to ensure each event is as financially viable as possible.

I have to say, competitors at our June event were delighted with the newly resurfaced track. Many of the classes saw records being broken, and our Course Record was broken by over 2 seconds!! If there's anything you could do to promote the event, we would be very grateful. Feel free to reference our own Social Media accounts (in my signature below) in your own posts and tweets! For your information, links to the real-time entry list and the online Entry Form can be found below.

[Three Sisters Entry List \(29th July\)](#)

[Three Sisters Entry Form \(29th July\)](#)

ORC Rally

Breaking into Europe



It was back in 2017 that Mark Simpson blew the dust of his Micra Kitcar after a few years hibernation and even treated it to a new 1340cc Bill Faulkner Vauxhall Engine to replace the previously standard power plant (standard apart from throttle bodies that is). Since the cars recommission Mark had been talking about a trip to Belgium and asked if I would be interested in navigating on the ORC Rally, and always up for a new challenge I decided to give the Manx National a miss this year and accepted the invitation. On his previous outing with the car Mark had snapped a drive shaft clean in half so a replacement unit was sought from Harry Hockley, although it wasn't as simple as you'd hope. Big extinguishers fitted to meet VAG (The Belgium MSA) requirements the car was good to go and we planned to leave early on Thursday morning.

Wednesday lunch time and I get a text from Mark "Clutch has gone on the van but I'm sorting it". Better the day before than coming off the ferry but unable to repair it in time he sourced a stand in van, the only problem was that it was a short wheel base crew cab, not the usual long wheel base 3 seater so we had to be a bit strict with what we took.

We left early Thursday morning with the three of us (Mark, Mark's wife Jacqui and me) in the comfort of the crew cab van with rally car in tow for the trek to Dover. Thankfully traffic was fine, even on the infamous M25, and we reached Dover with time to spare. Once over the water we headed East towards Belgium to be greeted by torrential rain, I thought we'd come to the continent for rallying in the sun? We reached the house we were renting just after 8pm and tucked the car away in the very friendly owners workshop, alongside his Willy's Jeep and American army lorry. Friday was spent putting final touches to the car (cage padding, stickers etc) then a trip to Ghent for waffles and beer before the service crew, Colin and Angela Gent, arrived.

At this point one thing that I should point out is the severe lack of information we had on the event even two days before the start. The regs were in Dutch and I had translated them as best I could, we submitted our entry via Christoph of the Flanders International Rally Championship (FIRC) and only received an acknowledgement when I chased for it, we had no start number, no idea where trailer park was and I only knew where the stages and start were thanks to Richard Vincent who had spent an evening explaining to us the finer details of the ORC Rally. Via Facebook scrutineering times were listed but without a start number we didn't know what time we were due. To try and work out what was going on we headed to the start on Saturday morning and signed on, got our number (90) and tried to get some more info but quite honestly no one was very helpful. After a quick chat with a few other UK crews we decided the easiest thing to do was bring the car down on the trailer, get a service space, do a bit of recceing, come back to scrutineer then finish recceing. When we returned to the service area we parked up in the only available space which was alongside Ross Hunter and crew who seemed as ill-informed about everything as us. Martin Woodcock who I know from going to Mull was on the spanners for Ross, or rather he was once he borrowed some tools from us, so at least we were with a group of people we could chat to.

With only three stages to recce (the route was 4 loops of 3 stages) we got the first out the way then took the car to scrutineering. The officials were more interested in paperwork and the service area fire extinguisher than the car so we breezed through and finally found a helpful organiser who explained exactly what we needed to do in the morning. With formalities completed we headed back out to recce the final two stages. It had been a stressful day. Not knowing where things were, what time we needed to be where, unhelpful organisers (with a few exceptions) and maps that left a lot to be desired, all in 30+ degree heat had caused me to lose my rag on more than one occasion so I was glad to get everything finished ready for the morning.

We left nice and early on Sunday morning but on the way to Ooststrazabeke where the rally was based I had forgotten to take into account the roads closed for the stages so after some to-ing and fro-ing we took the long way round and got to the start.

ORC Rally **Continued from Page 30**

With the Historics at the front we were in the last dozen cars so didn't set off until 10:01, just enough time for the rain to come down and start to dry, so we opted for slicks. Stage one was cancelled due to accidents and from the second junction we were told to go left rather than follow the stage and we were left to our own devices. Luckily using the maps and my iPhone we didn't have an issue finding Stage 2 and lined up in the baking sun awaiting our turn. By now the roads were bone dry again so we had the ideal tyres on.

With the E36 BMW in front smoking off line we were up and about to make our competitive debut on the Belgium tarmac. Off the line it was flat left, flat right, slot 90L and Mark slid the Micra in on the cold tyres. 200 flat right and suddenly the revs rose and we slowed down, the driveshafts gone! Mark couldn't believe what had happened. I told him to try and keep going but the car would only just struggle along. At the next junction we pulled off the stage and I dived underneath, the short shaft was snapped but we had a spare in the boot, lets get it changed! As I grabbed the gear out the boot Martin Woodcock and two mates appeared and we set about changing the shaft. After some riving and swearing we had the job done in 14 minutes, not record breaking but we couldn't take our helmets off (removing your helmet on stage results in exclusion) and the ball joint was being a swine both to get out and back in. The course closer had caught us but let us finish and rejoin the stage and we charged to the stage finish. Other than losing my place in the notes once (I blame the heat and the blood pouring from my hand) the rest of the stage went ok. As we were on International timing we went like hell to the next stage and still arrived 8 minutes late at the next stage (it really is a stupid system).

Stage 3 was a last minute stand in and was run on an industrial estate with each stage made up of 4 laps with a split, merge and flying start. As you can imagine, it was chaos. One lap completed we got part way through the second before 90R and bugger, shafts gone again. We pulled up and knew it was game over. On reviewing the in car Mark had it at less than 4000rpm so rough driving couldn't be blamed for the breakage. With no more spare drive shafts all we could do was watch the rest of the stage until the trailer arrived to pick us up. With the car back in service we spent the afternoon watching some very committed driving in the baking sun. The event hadn't gone entirely to plan but we got to see some Belgium lunatics attacking the stages, mostly in BMW's and at least the car should be relatively easy to fix. My thanks go to Martin Woodcock and crew for the help changing the drive shaft and helping to collect us, Colin, Angela and Jacqui for their help and support in service and catering and to Mark for allowing me to compete on my first event on the Continent. Hopefully we will be back again for another go with some stronger driveshafts and a bit more luck.

Sam Spencer : Malton MC

The Welsh Hill Rally **6th to 8th July**



The Welsh Hill Rally, which takes place in from 6th to 8th July, has attracted a near capacity entry.

The event will be based entirely in the Walters Arena forest complex in South Wales with crews tackling two stages on the Friday evening before two full days of competition on the Saturday and Sunday.

Crews from all over the UK have entered including former BCCC champion Dan Lofthouse who will drive a self-built Lofthouse Evo powered by an Evo 9 engine. The event has also attracted entries from Europe, with Belgian driver Frank Blondeel in a Mitsubishi Pajero and Dutchman Henri Joosten in his Mitsubishi PX33.

For more information please visit
www.thewelshhillrally.com,

A gallery and report from the event will be in the next issue of Spotlight.

If anyone would like to marshal please visit
www.thewelshhillrally.com/marshals,
there is a draw for all marshals with some great prizes including a trip to Iceland and a tour of the Force India F1 factory. There will be free camping on site for marshals too.

GATOR ATTACK

"While out walking along the edge of a pond just outside my house in Lakeland with my soon to be ex-husband, discussing property settlement and other divorce issues, we were surprised by a huge, 12ft alligator, which suddenly emerged from the murky water. It began charging us with its large jaws wide open. She must have been protecting her nest, because she was extremely aggressive.

If I had not had my little Beretta .25 caliber pistol with me, I would not be here today!

Just one shot to my estranged husband's kneecap was all it took.

The 'gator then got him easily and I was able to escape by just walking away at a brisk pace.

The amount I saved in lawyer's fees was really incredible.

His life insurance was a big bonus!



Flying Peugeot 106's at the Flying Fortress

With all the rallies at Melbourne being cancelled this year some alternative broken surfaced dust creating fun had to be found. Ann came up with a new event to me, the Flying Fortress, which takes place south of Leicester Forest so the passport and Google translate would be required just in case any conversation with the locals took place!

I'd been told this was an excellent event so was keen to have a go and to get back out again after 4 months without turning a wheel on the rally car. In that 4 months I had destroyed my old 1950's asbestos garage and had a super shiny new concrete sectional one put up in its place. The door shuts with ease, there's loads of space and the concrete base doesn't look like Blackpool beach when the tides out! My trolley jack glides across the floor now without waking everyone up within a 15 mile radius and I can get out of the car without dislocating a shoulder! The only downside to the new abode was that I had stored all my worldly garage possessions in a container during the new build and had yet to get it all back, including my gravel tyres and spares kit!

In my dopey Saturday morning state I had to make two trips to the container. One to get the tyres and then the second to get the spares kit which I realised was missing during the loading of the car. A snapped brake cable on the trailer also served to put my setting off time back so the morning wasn't going well! Scruitineering closed at 5.30pm and in order to get the stage plans we had to get through that and sign on. Once we had the stage plans we could walk the stage and see what it was all about. It was 3 hours from Leeds to the venue so a 12 o'clock set off time was agreed.

Ann and Stephen had set off at 8.30am from Cumbria and landed in sunny Yorkshire at midday. Two hours later we actually set off! My rubbish morning had delayed us and it was going to be tight to get to scrutineering before it shut. After a final strap and trailer board check we were off. 40 minutes in to the journey, as we cruised past the Wakefield turn off on the M1, I had started to think about how I had planned to refurb the suspension but time constraints meant it had to stay as it was. I thought about how I had removed the sump guard to check it all over and do a spanner check on the underside and how all the time I was loading the car up I kept on saying to myself, 'I mustn't forget to fit the sump guard back on before I set off!' I can tell you are ahead of me here.....yes, the little white Peugeot 106 Rallye on the trailer behind me was heading to a Melbourne type rough venue without a sump guard on it!!

Continued on Page 33



Flying Fortress Rally ***Continued from Page 32***

How I laughed out loud. Who's a silly boy I said, how remiss of you! Grrrrrr....

Fortunately Ann and Stephen were following in their van and very kindly offered to turn round and go and pick it up from its nice warm leaning place in the new garage, adding nearly two hours on to their already mammoth journey. I felt a right pillock but if I'd have risked it without the sump guard the weekend would have been a total waste of time and potentially very expensive. I continued south bound, fuming with myself.

I arrived at the venue at 5pm with the fullest bladder ever and looked like a 1980's raver on speed trying to unload the trailer hopping around, trying not to pee myself but couldn't stop in case I didn't get to scrutineering! I eventually had to give in to my increasing bladder pressure and sprinted across the field to the plastic loos before I dared sit down in a tight bucket seat. Scrutineering was a very straightforward affair and I got chance to show off my new MSA vehicle passport which the scrutineer seemed suitably impressed with. Unfortunately, because of my inability to bring a complete rally car along, Ann and Stephen arrived shortly after the singing on team had gone for their tea so we improvised by sketching out the stage and adding our notes as we walked around.

Out of interest I recorded our walk round on a walking app and we walked 3.6 miles! It was a blummin long way but we got to inspect the stage and find all the hidden gems such as tree stumps and cut back trees which were hiding in the lush green bushes. On one straight the concrete surface was about 2ft higher than the surrounding field so once off that you would struggle to re-join the stage without losing bits of useful things such as suspension and wheels! If the hidden stumps in the tight twisty forest bits didn't get you the huge tyre walls that made the chicanes up would bring you to a grinding halt rather quickly. It looked a fantastic set up and had everything to test your brakes, tyres and rallying skills,! I couldn't wait.

As the long queue of marshals slowly reduced we made some last minute checks to the 106 and cleaned the windows, anything to keep the nerves at bay. One of the biggest decisions was tyre type, gravel or slicks? There was a bit of loose stuff but not much and there didn't seem to be many puncture inducing bits so we plumped for the slicks and that turned out to be the right choice. The tight twisty bits through the trees were superb fun and with so little room for error the grippy slicks were put to good use. We found a hidden tree stump and bent a rim on the first stage but Stephens deft skills with a lump hammer soon sorted that out! The bottom ball joint was also decidedly worse for wear after the brief encounter so a lower arm was swapped out in a real formula 1 team style.

We were all set for Stage 2. I made sure we kept away from the edges after our warning knock on stage 1 as it was clear danger lurked in the green stuff! We got through all the trees without incident and popped out on to the long straight with a 1600 Rallye following close behind.

Continued on Page 34



Flying Fortress Rally ***Continued from Page 33***

I moved over to the left to let them through and as they edged past a hidden obstacle in the bushes lining the right hand side of the track caught the back of the Peugeot and sent them hurtling across the track in front of us! We were in 3rd gear and around 7500 revs so were tramming on quite well until our progress was slowed somewhat by the navigators door of the by now sideways Peugeot! We had nowhere to go and no option over the direction so left the track and took off in to the field, the 2ft drop giving us some clear air until we landed and started drifting sideways. I thought we were going to roll so hit the accelerator and steered into the slide which pulled the car straight again. We had a whole field to go at so there was plenty of room to manoeuvre unlike the Peugeot that had ended up sideways in a bush! It actually looked like in car footage of a touring car race!

A quick drive round the edge of the field trying to find a way back on to the stage and we were back on it again, a little shaken but still in one piece with no noticeable damage. Once back in service we had a closer look and a cracked number plate and broken indicator lens was the total damage and the wing had gained another battle scar to add to the other various witness marks of over enthusiastic driving! However, the other Peugeot looked much worse with the navigators door pushed right in to the roll cage which the driver though was also damaged but fortunately it turned out not to be the case. A close call for us both and we were both out on the next stage and raring to go.

On stage the rest of the rally went very well for us. The car ran like a dream, I got to know the tight parts of the venue and Ann persevered with the notes to get us through the tight tracks in the wooded area without incident. Don't cut being the most important call!!! However, back at the service area Stephen was sitting on a pile of tyres with his back to large hedge minding his own business when a screech of tyres about 10ft behind him followed by the cracking of branches and fence posts sprung his legs in to action and he sprinted away from the hedge like a scalded cat. Just the other side of the hedge was the stage and the approach to a chicane where a nice blue Mk1 Escort had been braking hard when the near side stub axle had decided to give up and sent the car hurtling in to the undergrowth and towards Stephen! I've never seen him move so quickly!

At the lunch break we were comfortable in 4th in class and had no chance of challenging the top three boys and would only move up if any suffered mechanical, driver or nav failure! The chances of this were made even more unlikely with three stages left to run our day was cut short after an accident took a while to clear so the organisers took the decision to call it a draw. For a first visit to the venue all had gone really well and the tight twisty stage through the woods suited the little Peugeot although the long straights showed up its lack of oomf! The chicanes were great fun and the loose bits interesting on stiff suspension and slicks!!

A big thank you to Ann and Stephen for turning back to sort out my forgetfulness and picking up the sump guard, it was definitely needed. And to all the organisers and marshals who dealt with the incidents of the day quickly and efficiently. There was a great variation of cars with something for everyone and a real family feel to the overflow service area which was in a large field where lots of competitors were camping in the glorious sunshine. I'm sure we will be back again to enjoy this well organised event and to hopefully improve on our result.



Lynch extends points advantage with Blyton success

Wigan racer Tony Lynch has strengthened his advantage in the Autosport International BTRDA Clubmans Rallycross Championship in partnership with Toyo Tires standings with a third victory of the season at Blyton.

Returning to the scene of his victory in the season opener, Westhoughton-based Tony and his Lucas Oil Team Geriatric squad were seeking to build on a strong start to the campaign that has yielded two wins in three rounds – and the early advantage in the Supermodified category. As was the case at Pembrey during the second and third rounds of the year, Tony would spend the weekend doing battle with the rapid Vauxhall Nova of Patrick Ryan in the fight for top honours.

Whilst Ryan would emerge from the opening round of heats with the quickest time, Tony then reversed the finishing positions in the second round, with the pair then going head-to-head in the final heat of the weekend.

Holding the lead into turn one, Tony picked up a second victory to secure pole position for the all-important points scoring final.

Aware of the need to try and maintain his lead going into turn one, Tony made a strong start with Ryan attempting to go round the outside to get ahead. Contact between the two saw Ryan drop back, with Tony able to continue out front as he stormed to victory.

It means he extends his lead in the points ahead of the fifth and sixth rounds of the campaign at Pembrey next month.

“It’s great to have come away from the weekend with another victory but as at Pembrey, it wasn’t easy by any means,” Tony admitted. “The first two heats it was quite tricky as we weren’t running in the same races as Patrick, so it wasn’t until heat three when we had chance to see how we got on head-to-head.

“Going into the final, the plan was to stick to the inside going into turn one but Patrick saw a chance to try and go round the outside and we came together. It was one of those unfortunate things that happens but was nothing more than a racing incident, and I’m pretty sure I would have tried a similar move if I’d been in his position.

“What has become really clear in these last two rounds is what a strong competitor Patrick is, so we know we have to be on top of our game if we are going to come out on top at the end of the year. We need to keep pushing hard to maintain our current run of form and ensure we stay out front in the standings.”



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- Control is "back of box"?
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Golden Microphone Trophy 2018

After R8 : 10th June

O/A	Call Sign	Operator	Score
1	G 23	IAN DAVIES	48 points
2	G 59	MAURICE ELLISON	40 points
..	G 50	DAVID PEAKER	40 points
4	G 55	STEVE BROADBENT	39 points
..	G 25	CHRIS WOODCOCK	39 points
..	G 13	STUART DICKENSON	39 points
7	G 19	JAMES ATKINSON	35 points
8	G 04	IAN WINTERBURN	29 points
..	G 21	DEREK BEDSON	29 points
..	G 03	LES FRAGLE	29 points
11	G 02	GRAHAM COOKSON	25 points
12	G 19	JAMES ATKINSON	20 points
..	G 14	ADRIAN LLOYD	20 points
..	G 33	JOHN ELLIS	20 points
..	G 65	BRIAN EATON	20 points
..	G 17	ROBIN MORTIBOYS	20 points
16	G 11	MARK WILKINSON	19 points
..	G 31	DUNCAN STOCK	19 points
..	G 48	PETER LANGTREE	19 points
19	G 37	LEE SKILLING	15 points
..	G 32	BRYAN FLINT	15 points
..	G 01	BILL WILMER	15 points
..	G 56	TONY JONES	15 points
23	G 09	KEITH LAMB	10 points
..	G 42	ROGER WHITTAKER	10 points
..	G 07	TONY & AVRIL LEE	10 points
..	G 39	KEVIN JAMES	10 points
..	G 70	DAVID MAINPRICE	10 points
..	G 28	ANDREW TAYLOR	10 points
..	G 24	PAUL HENRY	10 points
30	G 46	RAY KAVANAGH	5 points
..	G 25	GERRY MORRIS	5 points

Gemini Communications : 2018 Events Calendar



RALLYING

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



Sun 8th July

Manchester to Blackpool
Bike Ride

Sun 2nd Sept

Manchester to Nantwich
Bike Ride

Training Dates

FIRE TRAINING

Sat. 18th August

Darwen Services

Radio Operation TRAINING

Date : TBA

81 C System

Accrington

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Radio Mutterings

A combination of work and holiday commitments means a break from active sport this month, but it provides a little time to reflect on the first half of what has already been a busy year.

The year started at a cold, blustery and at times wet Blyton Circuit (nothing new there then) for the Clitheroe & District MC event, with our very own Chris Woodcock as CoC. A great start to the year finds me working with Stuart in Control and at an event where the marshals and officials receive some first class hospitality that is much appreciated. Moving into North Wales the Cambrian Rally thankfully left the previous year's blizzards behind and I joined Ian in Control for what proved to be a hectic event, dealing with a major 'safety' incident.

One month on and it's the trip north into Cumbria for the NHMC running of the Warcop Stages a first class event, that to be honest deserved a much bigger entry. Chris and Heidi welcomed me into Control in a 'yoga' retreat, a first time for everything I guess. The event ran three radio systems; 81 MSA rally safety, rallitrak in competing cars and a separate management frequency all in the same room with the CoC, but it worked !. Later on in the month it was across to Anglesey for the Stockport single venue rally and a full entry as the final round of the MN Circuit Rally Championship, where I joined Mark in rally control. May next found me once again in Wales, this time in rally control on the Plains Rally, where two serious 'safety' incidents saw two medevacs, one by road ambulance and one by air.

The month finished with a personal high for me as I finally gained my full multi venue and single venue MSA Radio Controllers licence, after nearly 18 months of observing and working in various radio controls. A big personal thank you to Bill as our team leader and MSA Radio Co-ordinator for his support and encouragement and also the Gemini Controllers Stuart, Ian, Mark, Chris, Graham and Les who have helped me along this journey...thank you gentlemen.

Recent incidents on a couple of events this year so far have brought home to me that what is obvious to me, isn't always obvious to others, particularly in a genuine emergency situation...

Just how should you make a 999 emergency call ?

If you call 999 from a landline or mobile phone, a national BT operator will answer your call first and say:"

Emergency, which service do you require? Fire, police or ambulance?" (you may in certain circumstances need to prompt the operator if for example you need the maritime emergency services via the Coastguard, something I once personally needed on Mull !).

If the ambulance service is experiencing very high demand, as I recently experienced on a rally in Wales you might even in extremes be put into a queue and have to listen to a recorded message for several long minutes until the ambulance service is able to pick up your call. Don't hang up, stay on the line and remain calm, although if this hasn't happened to you before it can be quite an alarming experience, particularly if the rally emergency services on scene or CoC are chasing 'where is that XXX ambulance'.

Assuming you need a 'county' ambulance response (although why we say 'county' when the local authorities ceased providing the emergency ambulance service in 1974, is beyond me). What you correctly need is an NHS emergency ambulance response. Once connected to the ambulance service, you'll be asked by an Emergency Medical Dispatcher (EMD) for the location of the emergency.

To help the ambulance service locate you, they use a number of tools, such as increasingly mobile phone triangulation or subscriber information sent by your landline provider. In our case the 999 call is often made via the Radio Control base or perhaps another senior official that may be some considerable distance from the incident itself, so your first task should be to always make this point and provide a clear and precise location for where you need an emergency ambulance. Don't forget this is very often to a previously agreed RVP point and not necessarily the scene of the incident.6



Continued on Page 39

In my recent experience don't rely on the details of that RVP being known or immediately at hand to the EMD in ambulance control, even though the organisers will have sent this information into the service some months or weeks prior to the event. Also don't forget that at times of extreme demand that ambulance control might not even be in the area or service of your incident, so be precise. Have the location information to hand before you make the 999 call.

Once the location of the emergency is known, the EMD will now need to assess what assistance you require. This will be done by the EMD asking you a series of questions about the problem and, if necessary, giving you advice over the phone until help arrives. Again make sure you have the basic information to hand before the call i.e what is the type of incident, number of casualties, their approximate age and injuries. This information is vital to enable the ambulance service to determine the priority of your call and the resources they then need to deploy. This basic information should be gleaned from the radio and/or rescue or recovery units at the scene, ideally before you dial 999. This basic 'sitrep' is vital if the ambulance service is to determine how best to respond to your emergency, not also forgetting that they will have many more emergency calls in their control or response stack and need to assign a priority to each call.

In England calls to the ambulance service are prioritised into different categories which determine the speed and type of response. These categories are numbered 1 to 4 and for us it would normally be a Category 1 "immediately life threatening" or Category 2 "emergency call" that would be most likely. The information gathered during the initial stages of the 999 call helps the dispatchers to decide what type of response is needed. This could be an emergency ambulance, rapid response vehicle, hazardous area response team or in extreme cases an air ambulance.

The NHS services in England aim to respond to Category 1 calls in an average time of 7 minutes and at least 9 out of 10 times within 15 minutes. Category 2 calls will be responded to in an average time of 18 minutes and at least 9 out of 10 times within 40 minutes, although to be fair the typical rally location is usually somewhat remote and perhaps some distance from major roads etc, so much longer response times are very likely, if not inevitable. A similar approach is adopted in Scotland, Northern Island and Wales.

Most of what I have described might appear straight forward and common sense, but often the radio call from the stage is a 'shout' for a county ambulance. What you if you are asked to make the 999 call and the emergency services need is a basic set of information that adds real value into your 999 call and the subsequent emergency response.

Contents of a good basic 'sitrep' when calling 999 for an emergency ambulance response:

Location: I am ringing from the Cross Stages Rally Event Control....I have an incident in the Borough Forest involving a competing rally car....

Access: for the emergency services is via the previously agreed RVP 1 at the crossroads of the A111 & B222 at Anytown, (you might need the grid reference XXX / YYY)

Incident: a rally car with two people onboard has crashed, rolling over at high speed into a ditch...

Status: the driver a 40 year'ish old male is currently conscious and breathing but with chest and leg injuries; the co-driver is uninjured...

Response: rally emergency services are at the scene and the paramedic has requested urgent emergency ambulance evacuation to hospital.

The ordering of the questions might be different, but what you need at hand are the basics: where is the incident and where are the emergency services needed (if that's different); what is the nature of the incident; how many casualties and what is their status; and what help do you need ?. If you can and it is not always possible, ask for an estimated time of arrival or ETA for the NHS response, as people at the scene and also the CoC are likely to want to know this information.

Whether it's out on a rally or at home with loved one's, the basics of a 999 call are the same, be prepared, a couple of minutes reading this article might just be the most vital two minutes you ever need to remember.



Burnt House Car Trial 10th June

Following last years very successful mid-week evening Car Trial at Nick Townleys Farm at Ingleton we were asked to run another car trial at this venue in 2018 which would be an ANCC championship round.

Whilst the weather has probably been the best that we have had for many a year it did present the organising team with a problem because the ground was so dry there was a fear that all the competitors would easily clean all the hills.

With the above in mind the steepest parts of the hills were chosen and the hardest turns that could be found were also used.

The Hills were staked out on the Saturday afternoon prior to the Trial on the Sunday. On completion of the setting out the team retired to the Marton Arms for some liquid refreshment and whilst imbibing some amber nectar we had a thunderstorm. Would the ground still be bone dry come Sunday ? Would we have the need of recovery crews to drag competitors back to the top of the hills.

Despite the previous days thunderstorm and the organisers attempts to make the hills as difficult as possible it was all to no avail. One crew managed to score 0 points (Hills are scored 12 to 0 with the furthest travelled up a hill scoring the least points) but that was a crew in a Dutton that had been modified specifically to do car trials.

For those in more humble and non specialised cars there were mixed results. Trialing is a low speed none damaging form of motorsport but try telling that to Stephen Holmes in his Proton who managed to rip off his bumper and bend his front N/S strut. Despite the damage Stephen battled on and was rewarded with 3rd O/A and just behind the two guys from A&PMMC Brian Coleman in the Dutton who grabbed 1st O/A and Michael Nicholson (in Class 2) who got 2nd

One thing that should be noted for those contesting the SD34MSG Non Race/ Rally championship - If you want to boost your score then you should have done the Burnt House Trial (Brian Coleman from A&PMMC who is not registered in the Championship scored 34 points which is the usual equivalent of scoring a maximum on three AutoSOLOS) and for only a £15 entry fee

No	Driver	Club	Class	Score	Index	O/A
1	John Heppenstall	A&PMMC	1	163	5.60	4
2	Michael Nicholson	A&PMMC	2	85	16.26	2
3	Stephen Holmes	CDMC	1	72	12.67	3
4	Tony Harrison	CDMC	2	354	3.94	5
5	John Rhodes	A&PMMC	3	12	2.62	6
6	Brian Colman	A&PMMC	3	0	34.00	1



North West Motor Sport Group Inter Association AutoSolo

24th June 2018

Lymm Truck Stop M6/M56 junction

Once again, the Lymm Truck Stop became the home of the Inter Association AutoSOLO. Six teams from 4 associations managed 30 tests each in this fine value for money event. The classes on the North West of England AutoSOLO events tend to be very competitive as below;

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

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

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

(D) Series Production Sports Cars hood down or hood up. (Must have all seats & trim fitted)

(E) All other cars (including low volume sports cars e.g. Westfield's and Caterham's) and Rally prepared cars.

A team of 3 cars could be, all from classes A or C as these tend to be more standard and less powerful cars. A team must have one car from A or C, and then, only one car from any other classes B,D or E to a maximum of two in total for B,D and E. – simple really.....

The event had 18 starters with ANCC and ANWCC supporting the Inter Association event. Teams were chosen with drivers either, members of club in the Association or lived in the Association maps area. Great we had two ANCC team two ANWCC teams and one each from the Welsh and West Midlands.

All set up by 15:00 on the Saturday, we just need cars now.....

All the event was split into 4 groups and these Drive- Rest - Marshal - Rest, so all helped to run the event. First car was due to be 10:00am all was clear to go by 9:55 so off they went. 4 runs at two test sites in each session.

After 2 sessions, 16 tests, for the 3 cars team, the scores were as follows;

WAMC		1929.7
ANWCC	A	1935.3
ANWCC	B	1961.4
ANCC	B	1978.2
ANCC	A	1996.7
West Mids		2125.4

A very close battle was developing, the West Mids team was suffering from a wrong test by Richard Yapp, and not often, he does one of them!

After each car had done 24 tests and the team had 72 tests to count the scores were;

ANWCC	A	2897.1
WAMC		2908.9
ANWCC	B	2937.3
ANCC	B	2964.8
ANCC	A	2974.0
West Mids		3177.4

Again not a lot in it as the Welsh team went from a 5-second lead to 11 second behind. The ANCC team had only 10seconds between them!

It was a very hot day and temperatures hit 30 degree C at the venue. The last run was cut to 3 at each test as time was lost with drivers finding shade and water. The marshals had been given umbrellas by the club!

So by 15:20 after 30 test per car making 90 tests per team! The scores finished as;

ANWCC	A	3611.9 with Andrew Williams 1199.4, Stephen Mather 1209.7, Phil Clegg 1202.8
WAMC		3623.1 with Liam Rollings 1129, Lauren Crook 1334.8, Neil Jones 1158.4
ANWCC	B	3662.4 with James Williams 1206.7, Scott MacMahon 1211.8, Jack Mather 1243.9 <u>all under 25!</u>
ANCC	B	3701.7 with Chris MacMahon 1237.2, Howard Morris 1216.6 Steve Johnson 1247.9
ANCC	A	3706.4 with Warren Nicholls 1313.7 Dave Graves 1268.7 Alec Tunbridge 1124.00
West Mids		3961.3 with Matthew Nicholls 1535.8, Ian Williams 1186.3, Richard Yapp 1239.2

All very tight and it was all to play for all day 11.2 second to ANWCC A, only 5 seconds between the ANCC teams after 90 tests! Awards by 16:00, drivers off home soon after, most had 20 minutes or more of Motorsport for only £30.



May Spring Bank Magic at Mallory Park

Despite living within an hour of Mallory Park I had somehow never managed to visit the smaller of Leicestershire's two circuits. And so the Classic Touring Car Racing Club meeting on May Spring Bank Holiday Monday was the perfect opportunity to put right this wrong.

15 minutes sessions, be it qualifying or racing, was the flavour of the day, which was exactly what the doctor ordered around the short 1.35 mile circuit on yet another red hot UK bank holiday weekend! And after a highly entertaining qualifying session in which pole position changed multiple times it was with great anticipation that the Group 1 pre 83 Touring cars lined up for the first race of the day.

Pole position may have gone the way of 2017 champion Stephen Primett in his MK1 Escort, however it was the more powerful Jaguar XJ12 of David Howard that lead the field into Gerard's and crucially the Triumph Dolomite Sprint of Mark Osborne that grabbed second (courtesy of superior track position) at the John Cooper Esses. I say crucially as even though both the Dolomite and Escort eventually found a way passed the 'big cat' on lap 3, Primett could not break down the defences of a very finely driven Triumph; thus leaving Osborne to claim an impressive race 1 victory.

And Osborne looked to be well on the way to claiming a second victory when Primett lost time behind the, again, fast starting XJ12 early in race 2. However a series of fast laps by the reigning champion brought the MK1 right onto the tale of the race 1 winner. But just as the moderate crowd were anticipating another fantastic duel, an ailing Rover P6 3500 managed to block the Dolomite at the exit of Gerard's on lap 11 allowing Primett to slip by on the Stebbe Straight. A win a piece perhaps a fair result on reflection.

The pre 93, 03 and 05 Touring Car grids were combined on the day, with the 30 car grid for race 1 perhaps a little too busy for the short East Midlands circuit. It was therefore no real surprise that 5 laps of the first race were lost behind a safety car.

It would be pole sitter Ray West at the front of the train when the track returned to green however, having crucially regained the lead at the John Cooper Esses before the safety car halted proceedings. And the BMW man proved just too quick for the rest of the field at the re-start; West then maintaining a comfortable gap over his rivals to claim race 1 victory. Behind, Steve Barden's Honda Civic and Simon Ward's Astra GTE would round out the podium positions.

West and Barden were also the leading contenders in race 2, before both were handed a 10 second penalty for jump starts. This only appeared to spur West on however; the 13 second gap over 3rd place at the flag ensuring he took his second win of the weekend by a nett 3 second margin. Barden on the other hand couldn't quite build enough of a gap to hold onto second, leaving the Astra of Simon Ward to claim the runner up spot with Barden this time having to settle for third.

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Mallory Park Magic

Continued from Page 42

A great variety of machinery was on display for the combined Classic Thunder & Blue Oval Series Saloon races but it was the very quick Subaru Impreza of Dale Gent which proved near unbeatable in both events. With superior cornering speed, the awesome Alfa Romeo 33 of Adrian Hawkins was able to keep pace initially however the Subaru had the edge in traffic. Gent easily setting fastest lap of the day in race 2 with a mega rapid 47.398.

Of the Blue Oval Series crews it was the 2.3 litre MK2 Escort of Piers Grange who would top the time sheets on both occasions; a 5th and 6th place finish for the long time Ford man representing a good day's work.

Race 1 for the Pre-66 Touring Cars offered up a classic multi class battle, synonymous with this era of tin top racing, starring the pole sitting Ford Falcon of Alan Greenhalgh, Lotus Cortina of David Hall and a very well turned out Imp in the hands of David Heale.

In fact it was Heale's Imp which would lead into Gerard's on lap 1 courtesy of a stonking start from the second row of the grid. However the sheer straight line speed advantage of the Falcon allowed Greenhalgh to re-claim top spot by the time the cars emerged from Devils elbow. And despite not being able to break away, the chasing pack couldn't quite get close enough through the slower parts of the circuit to mount a challenge, leaving Greenhalgh to take a well controlled victory.

The battle behind was far less clear cut however, with Hall's Cortina losing out to the Mini of Neil Bray at Gerard's on lap 3 before regaining the position by the end of the lap and then ensuring he would stand on the second step of the podium by grabbing second from the Imp 2 laps later.

With the Falcon a no show in the second race it would be the Imp that had the upper hand in the day's penultimate event. Having lost out to Heale again at the start, Hall appeared to be building up to a late charge before falling back in heavy traffic; the more nimble Imp able to take advantage, break the tow, and record a relatively comfortable 5 second victory. Meanwhile, Neil Bray would eventually find a way passed the Anglia of Michael Sheraton to claim the final podium position in his Mini Cooper.

The Hyundai Coupe Cup was also part of an excellent BARC race day and the competition could not have been closer between the leading three machines of 2017 champion Alex Cursley, Wayne Rockett and Steve Kite. Kite has been the man to beat in 2018 however and it was he who leapt into an early race 1 lead before putting in a stellar defensive drive to keep Rockett and pole sitter Cursley at bay; the top 3 drivers covered by just 0.6 seconds as they crossed the line!

With race 1 finishing order dictating the grid for race 2, pole sitter Steve Kite found himself relegated to third by turn 1, with Cursley snatching the lead at the John Cooper Esses. And whilst Cursley was able to maintain top spot for the remainder of the race, Rockett found himself relegated to third when Kite managed to sneak down the inside at the Shaw's Hairpin on lap 3.

After such a good day out, especially for the very reasonable admission price of just £13, I won't be waiting another 30 odd years to make a second visit to the South Leicestershire venue. Whilst I love the big international meetings there is something about the access of a good old fashioned clubbie that make the events just as appealing. Throw in some great racing at a circuit where the spectator banks allow upto 90% of the circuit to be viewed at any one time and you have the recipe for a great day out. I am already looking to shoe horn the Classic Sports Car Club October meeting into my diary!



Words & Images : Paul Commons



Primarily focussed on the historic scene, Paul Commons Motorsport offers a one-stop solution for Motorsport Reporting and Photography.

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BARBON HILL CLIMB

9th June

Fun in the Sun at Barbon

Club Motorsport as it should be!

Wandering round the paddock under a clear blue sky and serenaded by the peel of bells from the village church took me back to the 1980s when it never seemed to rain at Barbon Manor hillclimb. A cracking entry boded well for the days sport and conditions couldn't have been better.

Getting proceedings underway for the competitive runs were the two classes of two litre standard cars. In the Saloon class David Goodlad in the Clio had the upper hand all afternoon whilst Mike Lawson in the Suzuki Swift slowly closed the gap in second. In the Sports Car class there were two Mazda MX5s. John Wadsworth took the class win after Peter Messer retired his car after just one timed run.

Into the road legal Modified classes next and it was a Harewood 1-2 in Class 1A as Mike Geen (Peugeot 205) and Richard Derrick (Mini Clubman) led home Michael Huddleston (Mini). Class 1B was frenetic with another tin top battle. Gordon Riley in the Toyota Starlet and Will Roberts in the Clio posted identical times on their first timed runs. Riley then eased ahead as Roberts failed to improve. Ian Butcher in the Integra managed only one run before the car expired but it was good enough for third place. Russell Thorpe in his faithful Renault 5 was fourth chasing home the Harewood regulars. In 1C Jonathan Mounsey (Mitsubishi Evo 6) totally dominated on his Barbon debut leaving David Exton in the Audi S6 Avant trailing by over 4 seconds. In 1D there were a plethora of MX5s against two Honda S2000s. Michael Thomson in one of the Hondas took the class win but Adam Riley in his MX5 clung onto second place throughout despite Ray Worrall's best efforts in the second Honda. Paul Collier (BMW Z4) took a solo win in 1E before we moved into Kit Car territory.

Class 2A saw a dominant win for Michael Bellerby (Sylva Striker) whilst the battle for the minor places was intriguing. Anthony Middleton and Martin Walker (Westfields) and Leon Franks (Striker) scrapped for second over all three runs. Middleton actually held the place throughout but was under pressure each time he was on track. Franks was third initially but then relegated to fourth before a third run charge took him back into third place. Walker spent a lot of time sideways but his second run took him to third but he was pushed to fourth despite setting his best time of the day on the third run. In fact, second to fourth places were covered by just 0.70 seconds.

In Class 2B Nigel Fox and Les Golding both pushed their Caterhams hard and were first and second respectfully throughout. Simon Nicholson took third in his Westfield whilst the pretty Westfield Eleven Sport of Chris Hodgson was fourth. Rob Holt (Elise) took a solo win in 2D before we moved into Mod-Prod territory.

A late entry for John Willis in his Rover Metro provide fruitful as he took the 3A Class win from Colin Duncalf (Mini). In 3B Geoff Harkness took the win in his Rally prepared Vauxhall Corsa with Harry Moody (Honda Civic) second and Paul Barker (Toyota MR2) third. Richard Hargreaves only took one timed run in Class 3C with his immaculate Mk 2 Escort and took the solo win. Classes were unusual to say the least, there were many classes for kit cars of varying engine sizes plus motorcycle engines, cars with non-ferrous chassis i.e. Lotus Elises.



Continued on Page 45

Glorious Barbon : Continued from Page 44

The Caterham of Phil Hallington was in up to 1700cc class, Chris Hodgson with a 1600cc Westfield 11 that is a Lotus 11 lookalike but with a turbo was in over 1700cc class as was local Snap on Tool dealer Les Goulding from Penrith with his 1800cc Westfield. Class 3H for the Kit Cars saw a 'riotous' assembly at the head of the field. Bob Bellerby led initially in his Sylva Riot Yamaha R1 with Chris Boyd's Hayabusa powered Riot second and Paul Bowness third in his MK Indy. Boyd struck back taking the lead on the second timed run and held onto the class win. Bellerby closed to within 0.18 to make it a blanket finish. In the single Sports libre Class (4A) we had three very different cars. Ian Medcalf in the gorgeous Fiat 500 BMC which started life as a Special Saloon, David MacFarlane in an OMS SC1 which is a purpose built hillclimb libre car and Brian Beverley in his Westfield XTR 2 which was designed as a road-legal track-day car. Medcalf took just the one timed run in the Fiat before calling it a day with a damaged wheel. Beverley was the quickest on both the first and second runs and didn't take his third run whilst MacFarlane took all three runs but posted his best time on run one to finish second.

We then moved into the Racing Car classes. In Class 5A for the upto 1100cc cars, the shared OMS of Craig Powers and Eve Whitehead finished 1-2 thanks to its one litre Kawasaki engine whilst Peter Brogden was third in his Jedi Mk 1 with just 600cc of Honda to propel him up the hill. Whitehead had led initially but Powers managed to be a tad less cautious off the line on his subsequent runs and took the class win by just over two tenths! In the Formula Ford 1600 Class 5B Graham Curwen posted two 29.27 second runs in his Van Diemen RF91 to lead the class but on his third run Phil Perks in his venerable Royale RP26 matched Curwen's time exactly. On this occasion, the organisers decided not to use the old count-back system and awarded each driver a first in class trophy.

Next to the line were the 1600 Racing Cars in Class 5C. Jim MacDiarmid kept the nose of his Force PC ahead and not only won the class but also set FTD. Chris Taylor finished in second with the Hi-Tech even with a DNF on his third run. Chris Spencer's pretty Scarab Formula Vee trailed in third.

In the first of the Classic classes, 6A for road going cars, Martin McHugh rumbled to the win in his Morgan Plus 8. Wigton Motor Club members battled over the minor placings, Peter Garforth's Skoda Estelle in a rather lurid green was second, in third it was Jim Wright in his neat ex-factory demonstrator Vauxhall Chevette and fourth went to the purple Alfa Romeo 33 of Paul Eastwood. The Classic Racing class saw a solo win for Angus Buchan in the ex-Chris Cramer Terrapin SR two-seater.

An excellent entry of nine Bert Hadley Championship cars were next and the little Austin Sevens put on a fine display. The Road and Track cars were combined and it was Terry Griffin's pretty Monoposto racer that took first place. Paul Geering's tiny 'Pigsty Special' was second with Alan Fairless's Ulster in third.

Finally, Class 6D for Pre-1962 Road Going Cars brought the meeting to a close. Graham Curwen, who had already jointly won the FF1600 class, made it a second win when he brought the 1953 Buckler Mk 5 back to Barbon Manor for its first outing since restoration. Keith Thomas made it a Buckler Mk 5 1-2 with his supercharged version. John Hunter was third in his superb Riley TT Sprite.

Thankfully all the drainage works completed over the close season were not tested. A big "THANK YOU" has to go to the two organising clubs Kirkby Lonsdale MC and Liverpool MC, the superb marshals (particularly the start line crew of just two who did a fantastic job of lining up cars all day in unrelenting tropical heat) and the 82 drivers who took part so that the very appreciative crowd of over 700 spectators, including many 'locals', were again treated to a taste of the Eighties.

Let's hope that the weather is just as pleasant for the next event at Barbon on 7th July, an event which includes not only many local and regional competitors, but also sees the return of the MSA British Hillclimb Championship to this picturesque yet challenging venue.

***Photos Courtesy of Brian Taylor
www.whitedogphotography.co.uk***

Steve Wilkinson



Liverpool MC & Kirkby Lonsdale MC

BARBON HILL CLIMB

9th June

BRILLIANT BARBON GETS THE THUMBS UP FROM EVERYONE

Barbon in June 2018 will surely go down in history as one of its best events held in the last decade and a turning point in the fortunes of the venue because foul weather last year washed all the organising clubs hard work literally down the drain. Well it would have washed it down the drain had there been any but as there wasn't it turned the paddock into a very inglorious mud bath resulting in the meeting having to be abandoned, there was no other option.

This past year the organisers, Liverpool Motor Club and Kirby Lonsdale Motor Club, have spent £10,000 installing a superb land drainage system that looked capable of coping with a monsoon, this has been installed by a drainage contractor who was not only an expert in his field, no pun intended but, as an ex Formula 3000 competitor, a guy who is well aware of the low ground clearance and specific needs of a racing car trying to drive across a field. To facilitate this a road has been constructed right across the paddock enabling all vehicles to be able to move freely whether a racing car or a tow car and trailer, this was a vast improvement well appreciated by all.

Did the drainage system work? Well it was such a hot sunny day people were more in danger of getting sunstroke, but no one minded about that, organisers, competitors and spectators had a fantastic day just like the long hot summer days everyone somehow seems to remember fondly as a child, this time it was for real not just a figment of imagination.

As if to celebrate this glorious day the bells of St Bartholomew's church rang out on the wonderful June Saturday, a sound that hadn't been heard for a long time as the bell tower had been in drastic need of repair. This restoration having just been completed featured prominently in the recent TV programme "Yorkshire Dales and the Lakes" narrated by well-known poet and wordsmith from Barnsley, Ian MacMillan. Uniquely in the world of campanology one of the bell ringers is a youngster only ten years old so small he must stand on a crate to reach the bell rope, but reach he did and Barbon was not only a glorious sight but this wonderful setting was enhanced by a glorious sound.

However bells were not the only sounds drifting across this pastoral scene that hasn't really changed much in the last century, the PA system would summon drivers to the start line and suddenly a cacophony of internal combustion engines would burst into life and a mixture of sounds from the diminutive Austin 7s in the standard class with their noisy crankshaft rattling engine to the higher revving tuned saloon and sports car then even higher revving of the motorcycle engined racing cars would signal the launch of another batch about to tackle the hill.



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Classes were unusual to say the least, there were many classes for kit cars of varying engine sizes plus motorcycle engines, cars with non-ferrous chassis i.e. Lotus Elises. The Caterham of Phil Hallington was in up to 1700cc class, Chris Hodgson with a 1600cc Westfield 11 that is a Lotus 11 lookalike but with a turbo was in over 1700cc class as was local Snap on Tool dealer Les Goulding from Penrith with his 1800cc Westfield. He had need of some of the tools he sells as he had a nibble at the Armco and straw bales at the hairpin when he left his braking a touch too late, Duck tape is a wonderful product isn't it, Les?

Harry Moody's newly rebuilt Westfield having dropped a valve recently was still in dry dock so to speak so very conveniently he pulled his other track day car out of the garage, a Honda Civic type R, to run in the modified saloon car class with opposition from Geoff Harkness of Carlisle in a Corsa and Paul Barker from Braintree in a Toyota MR2 MK1. How a Toyota MR2 masquerades as a saloon car I am not sure as there was a class for "2 and 4-seater sportscars up to 2000cc".

Paul Boness who put up FTD recently was in a yet another kit car this time a 1400cc motorcycle engined MK Indy, he posted a 26.47, his rivals Chris Boyd and Bob Bellarby posting 25.8 and 25.98 so very close competition indeed. Jim McDiarmid in his 1397 Force hurtled up in a 24.78 to FTD with second place guy Craig Powers OMS doing a 25.49.

Originally there was only one class for all classic cars from the year dot up to 1987 so after submitting my entry I queried this as other "Revival" events are now getting capacity entries but have a totally different class structure. The ever-helpful organisers explained they were the rules of the various championships this event was a qualifying round of but to their credit they added some more classes of their own then said they would add more if sufficient entries came in. They agreed they would investigate the class structure for the future as they want lots of older cars to compete for spectator interest.

Class 6A was for Classic cars, Classic Racing cars and Road going cars registered between 1962 and 1987 a strange amalgam of classes which could have pitched a standard 1962 Austin 850cc mini saloon against a 7 litre Lola or GT40 had any been entered. There was no capacity split either so the 1275cc Cooper S of Mike Garstang, the 1396cc Skoda Estelle of Peter Garforth, Paul Eastwood's 1500cc Alfa 33 and several other similar cars were up against not only the 2279cc of Jim Wright's Chevette HS but also the beautifully prepared Morgan V8 of Martin McHugh who had 3900cc at his disposal.

Mr. Garforth pedalled his Estelle hard and with a fantastic time of 31.72 pipped Jim's Chevette on 31.93 by 0.21 however, as they say size matter, and it certainly did as Martin McHugh's Morgan did a 28.18, a full 3 secs faster than Peter's Skoda so the big Morgan duly won the class although most similar capacity cars were quite closely matched. John Willis making a welcome comeback to competing was entered in yet another class for "Modified production cars" up to 1400cc in his 1380cc Metro as was Colin Duncalf in a 1380cc Mini. John won the class with a time of 35.34, Colin was on 38.28 but there were even more mini variants in yet another class, that one for "Modified saloon cars up to 1400cc". .

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Photos Courtesy of Brian Taylor
www.whitedogphotography.co.uk



Barbon Hill Climb **Continued from Page 47**

Michael Huddlestone in a 1330cc Mini and Richard Derrick had entered a 1275GT bored out to 1380cc, in my opinion all these cars should be in one class as times were close and it would add much more interest and excitement watching the finish clock for times both for spectators and competitors alike.

The bigger engine cars were entered in "Modified saloons over 1400, but David Granger must find his Clio 172 with 1997cc a bit docile as he sometimes competes in his ferocious GT40 replica with its much bigger engine, Honda Integra's are becoming very popular these days as Alex Thornton, Michael Thornton and Ian Butcher were using these rather nice-looking machines.

Chris Spencer's Scarab Formula Vee looks as unlike a VW Beetle as its possible to get but all the mechanical parts apart from the chassis itself originated in Wolfsburg, the massive VW factory in northern Germany in the late 1960s or early 70s. I had the privilege of looking around that gigantic plant in 1966 as a young steelworks' apprentice on a German exchange scheme living and working in Germany for three months. My first car was an old Beetle with a split rear window, LHD, manufactured in the 1948/49 era and bought from Micky Harper of Workington with £15 my grandma gave me as a present. I never realised at the time how sought after and unique this car would become but all I wanted was a better car, so it changed hands and I sold it to Andrew Ferguson of Whitehaven probably getting back my £15. I was by now in a better financial situation so able to invest £25 on a newer Beetle, still a very old one that I think I purchased from Bob Martin (who many of you will know from United Steels Social Organisation Motor Club or the USSO MC as it was known. None of my engines looked or sounded like Chris's I must admit.

Classes are something to consider for next year I hope but give the organisers, especially Liverpool MC chairman John Hardon in particular, great credit for adding three more classes after the initial regs first came out and being very willing to listen to any constructive suggestions to improve the event for the future.

The newly constituted class I was in for pre-1962 cars consisted of two Bucklers one being Graham Curwen's from Pilling near Preston, a 1953 mark 5 model reg no PTJ 98, my 1953 similar car Reg No BEC542 and the lovely 1930s Riley Special of John Hunter from Harrington making up the third car in the class. Sadly, some people who would have liked to have competed in their Austin 7s, a Frazer Nash and a couple of other interesting cars were on holiday or doing other non- motoring events.

In 1954 Buckler PTJ98 competed at Barbon against other newly built Bucklers of those days TTB99 and BEC 542, PTJ98 won its class. TTB 99 in the intervening years has gone missing but the other two cars 54 years later returned to continue the competition and again PTJ98 came out victorious winning not only the class but going home with the scrutineer's award for the best prepared car in the event, both awards were very well deserved.

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Photos on this Page Courtesy of Tim Blacker

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View the album at

<https://autoworks.pixieset.com/barbonhillclimb9thjune2018/>



Barbon Hill Climb **Continued from Page 44**

In 1954 PTJ was owned by Graham Curwen's dad and driven by John Cookson who was later to become a works driver for TVR. John did in fact design the TVR marque logo. 2018 saw Graham Curwen, having bought the car back after ownership by several other people in the intervening years, have it totally restored then drove the car himself again to a class win. Graham was also racing his ex Fraser Graham Van Damien Formula Ford and he and another competitor tied with exactly the same fastest time for their class. The organisers didn't use the count back system to determine the winner but gave both drivers an award for first in class which is a very sensible arrangement. What a great event this had been for our man from Pilling carrying off so many premier awards from one event.

The mechanical restoration has been meticulously carried out by a superb craftsman, Dave Harwood of RSM Motorsport from White Lund Industrial estate Morecambe, ably assisted by his wife Julie. The wonderful body was constructed using an English wheel and painted by John Wareing who is based on Caton Road in Lancaster and more used to spending his working time as a plant fitter. They all live locally to Graham and great credit to them all for this stunning restoration.

Final tuning was done by Ernie Larton of LED Motorsport who transformed a rough running engine in no time at all according to Graham into the powerful sweet runner it was at Barbon. Ernie is a lovely guy but much more importantly he knows carburettors inside out and keeps various jets and needles neatly to hand. I will be making a journey to LED Motorsport in Morecambe with my car in the very near future.

Many years ago Harry Radcliffe at British Vita Racing in Littleborough transformed my lumpy rough running Twin cam Escort with Cosworth L1 cams etc into a flexible torquey engine giving much more power but it required re-jetting the carbs, changing plugs and even stripping out the cams then using offset dowels to adjust the valve timing. I came away after 4 hours work by Harry with an increase in power from 120BHP to 160BHP and a much more tractable engine. Buying four hours of Harry's time was well worth the money and watching him puff away on his curly pipe whilst dealing with petrol in the Twin Weber's was excitement in itself, especially when a deep draw of the pipe lit up the tobacco to a very red glow.

This was in preparation for the 1975 RAC Rally to which we had won a free guaranteed entry because we had won the Clubman's class on the 74 RAC, getting an entry on the RAC in those years was a feat in itself unless you were an FIA graded works driver so for us it was nothing short of a miracle knowing we would definitely get accepted. Sadly, we didn't finish the 75 event as the gearbox stuck in top gear in the middle of Cirencester park in the dark so no real chance to complete the stage. I managed to get reverse so initially I tried to reverse the car out of the remaining 3 miles of stage but it was too dangerous for us and other competing cars so our rally ended there in rural Gloucestershire.



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Barbon Hill Climb **Continued from Page 49**

BEC 542 was built and driven in the 1954 event by Windermere resident Norman Hammond but in the 2018 event was driven by myself. I have owned the car since 2002 and campaigned it all over the country since its very hurried restoration in 2004 to get it back to Barbon to compete again 50 years after its competition debut there. My grateful thanks go to my mate Alan Smith the man who makes Clupets piston rings for many historic cars as without his help it would be doubtful I could have finished the car in time and it may have missed its 50th anniversary. On June 18th it was 65 years since it was first registered so is it now officially a pensioner?

Some of the most interesting cars at Barbon were the Austin 7s competing in the championship name after the works driver Bert Hadley who achieved remarkable results and unbelievable speeds competing in races and hill climbs with Austin 7s.

Cars varied from fairly standard machines to little screamers that howled up the hill some of them capable of revving to 8000rpm. One of the best engine tuners of these cars is Terry Griffin and he willingly showed Ian Cowan, Eric Smith, myself and others the modifications he had done to make the car so stable and fast. Likewise, another driver Peter Pearson in the Austin Wragg Special that he has competed in for 25 years was equally forthcoming on how to build a competitive machine. These guys are at the top of their class yet are prepared to show how to build a car that may possibly beat them, that is what club motor-sport is all about.

The picturesque village of Barbon has been host to hill climbs since just after the war but as standards at other venues has improved Barbon had been rather left behind, last year when the horrendous rain ruined the meeting the MSA decreed that, to retain the entitlement to hold a British Hill Climb Championship round in future, something must be done. So, with a small grant from the MSA and borrowing money from Liverpool Motor Club the work was carried out, now completed it should ensure the venue remains one of the most popular ones in the hill climb calendar for years to come.

Thank you to all the hardworking marshals and officials that put in so much effort, it was truly appreciated, next event is on Saturday July 7th which is a round of the British Hillclimb Championship as well as a great NAT B event for clubmen, will you be there, Barbon certainly deserves your support.

Keith Thomas



For a change I had absolutely nothing to do (motorsport wise) on the first weekend of June but the first Tuesday of the month is a PCA / Autotest at Tony Harrison's place in Bentham. Phil Clegg takes the honours in the Autotest whilst Tony Harrison wins the PCA. Probably the worst CDMC supported A/T PCA that we have ever run at Bentham. The Mini Coper called it a day after 2 runs (tests too tight) and Steve Price got a bit over enthusiastic at one point and slid wide, smote the curb and bent the bottom wishbone. Ayrton Harrison to the rescue with the welding torch and at least Steve could make it home to Bolton to complete a more substantial repair.

Grumpy Old Git

Still Wittering On & On & On



Saturday the 9th and I am going to Marshal at Barbon Hillclimb (reading the reports I missed a cracking event that was run in sunshine for a welcome change - & I was not there!) but on the Friday night a phone call from my eldest daughter puts an end to that and instead I attended an Athletics meeting at Stanley Park Blackpool. Before you are all put off your lunch at the thought of me pounding the track dressed in running shorts etc - it was my Grandson taking part competing for Lancaster in the Lancashire Youth Championships. Followed in the afternoon setting up the Tests for the Burnt House Car Trial at Ingleton with Matt & Chris Hewlett. Thank goodness these two were there. After two and a half Hills I am dying. Far too hot for me and the hills are far too steep for my old legs. So whilst I consume copious amounts of liquid refreshments and sit in the shade these two heroes finish off the lay out of the Hills. Not content with that they then turn up on the Sunday and marshal - running up and down the steep hills recording penalties - me I stay out of the way in the shade, take the entries, do the results and munch my way through Burgers & Bacon Sarnies from Ayrton Harrison's BBQ. Also got to put a mention in for Steve Lewis who following Marshalling at Barbon on the Saturday turned up bright and early on the Sunday to arrow the way to the Burnt House Venue, set up the Gazebo, signage, fire extinguishers, flags etc and then marshal all day. Sorry for the Photos at the CDMC PCA at Tony Harrison's & the Car Trial at Ingleton. I remembered to take my camera but never thought to check the settings. The photos that I have put with the reports are the best of a very bad lot. The setting I used (unintentionally) ISO 800 : shutter speed 1/40 and White Balance 'Cloudy'. No wonder they are weird. Less haste : better photos - perhaps

The main event of the year - well to my youngest daughter it was - it was her wedding, on the same weekend as the G&PMCs Memorial Rally. Other than the exceedingly poor speech from the Father of the Bride everything seemed to go rather well (the Wedding - not the Rally) and I got away from the night do eventually at 23:00 (still dressed up like a tailors dummy) and got to my first control at the bottom of what used to be Quernmore White where I am joined by Paul Flynn. A few crews missing at TC 14 but at the next control just after Dunsop Bridge we only had 20 competitors out of 38. However we had them for almost half an hour. At one point I think we might have had all 20 in the control at the same time waiting for their due time (that was a complicated, with up to 3 cars all wanting the same time and then hanging about for 7 or 8 mins for the next one and lots of shuffling of cars). We also had lots of time to natter to crews about who was going well and who was out and what fate had befallen them.



Being at my Daughters wedding meant I missed the drivers briefing at the start of the Memorial - from what I am told this years rally maybe the last time it will be run as a Road Rally and next year it could very well be a Targa. I don't want to be a Doom & Gloom Merchant but whilst G&PMC may have the people with the knowledge and experience to run both Stage and road rallies (maybe not as many as they would like but we are all in that boat) it is a whole different ball game putting together a Targa event that is going to be a success. As far as I am aware (correct me if I am wrong) there is only one G&PMC member who regularly does Targa events and I don't think he has ever been Clerk of Course on anything before. It might be worthwhile for someone (or a few) from G&PMC going out to clubs that regularly already run Targas and shadow them. If you are ditching a successful Road Rally in favour of a Targa Rally, I for one, don't want its replacement to be a disaster.

On the Memorial I encountered a problem that I have not come across since the 70's. Some of the Novice crews did not have a clue about what was expected of them in a Quiet or Neutral Section. I am sure that Steve Kenyon would have covered it in his Drivers Briefing but it would appear that either these crews were not listening or their Navigators don't understand what a Neutral is or how to identify it on the map and then failed to pass on the instruction to their drivers (there could be other reasons !). They all sign their Competition Licences stating that they have read and understand the rules in the Blue Book but they obviously don't. It's all very well encouraging your members to get out there and compete on events but they do need to have some of the basics explained to them. If we don't get it through to them then the consequences are that we could face losing some of our best roads.

Sunday the 24th and I am doing the Lake District Classic in Tony Harrison's Peugeot 504 (Report on Page 54) and the weekend after that (30th June) I will be at Aintree marshalling on Liverpool MC's Aintree Sprint and then across to Anglesey for Warrington & DMC's Enville Stages at Ty Groes on the Sunday (that's on the 1st of July - which might explain why this edition of Spotlight is a little later than usual in being sent out)

Mercedes & VW In Hot Water

It hasn't been a good month for these two German giants, First Merc were caught having fitted almost 800,000 cars with illegal software that masks diesel emissions. They have agreed to recall the cars after "intensive negotiations" with the German government. Mercedes have for almost 3 years consistently denied any suggestion that they had cheated like VW. It seems that by agreeing to the recall they have avoided the possibility of a big fine.

Talking of big fines VW have been less lucky, They've just been hit with a 1 Billion Euro fine by German public prosecutors. That's about £880M. Their crime is having fitted illegal emissions cheat devices to 10.7 M cars. VW have decided not to appeal. This is on top of the £4.3 Billion they paid to settle legal proceedings in the US. In total VW have set aside \$30 Billion to cover fines, the cost of fixing cars, buying back cars, compensation to owners and dealers etc.

And it's not over yet. Prosecutors in Munich have widened their investigation into Audi to include chief executive Rupert Sadler, accusations being fraud and false advertising. Herr Sadler has now been arrested. Separately VW's boss is accused of "marker manipulation" and Porsche's chief faces the same.

Seems Mercedes have got off lightly?

Petrol, Diesel, Electric?

It's not easy for motorists to decide what will power their next car these days. Certainly new car buyers are moving away from diesel to petrol and hybrid or pure electric power. However the same isn't true in the used market. The value of used diesels hasn't fallen as many feared, demand remains strong certainly outside the South East. In the part of our business which sources used vehicles for independent motor dealers still around 75% of the cars requested of us are diesel. In fact there is a concern that the larger number of petrol cars now being sold new will struggle to find homes when they come onto the used market in a couple of years time because used buyers still find the better economy of diesels very attractive?

However an increasing number of motorists say they will at least consider an electric or hybrid car the next time they buy. This time last year only 15% said they would look away from petrol/diesel, now it's 30%. Only 28% said they "definitely wouldn't" consider electric or hybrid. Concerns remain the same, cost, range, and recharge time and availability.

Certainly a massive infrastructure investment is required to provide the number of charging points available. In the whole of the UK there are only just over 4000 publicly funded charging points. In the whole of Wales there are 33! Even London has only just over 500.

Land Rover Move Production To Eastern Europe

LR recently announced that next year they will move production of the Discovery model from Solihull to Slovakia. When they built that new plant they said that Disco production would be "shared" between the two factories. In fact Solihull's share will be zero. They say that a new Range Rover model will be built at Solihull instead but nevertheless admit there will be job losses.

Lotus On The Up

It's a long time since I've written about Lotus, and previously it was always bad news. In fact I mostly thought that my next mention of them would be to bemoan their closure. Since they were bought by Chinese firm Geely who also own Volvo things have changed dramatically. Lotus are now almost profitable after years of losses. Around 100 more engineers have been recruited with another 100 to follow soon. And they're working on new sports cars – and an SUV! A new sports car to replace the Exige and Evora arrives in 2020, and then a faster and more expensive supercar. Prices have risen and will continue to which will ensure profitability The Elise will go, Lotus ownership will start at around £70k. They will remain light and fast. Costs will be cut by using Volvo components for the "bits you don't see" everything from wiring looms to airbags.

Then in about 2022 we get what they insist on calling "a 4 door Lotus", in fact an SUV. This will take Lotus sales from 1500 a year to over 3000. Target will be the Porsche Cayenne with prices in the £80-£100000 range. We're promised it will look, feel, and drive like a Lotus.

Geely have done wonders with Volvo, almost doubling sales since they took over from Ford. Looks like they're about to do the same with Lotus.

Roll Royce Join The SUV Club

Porsche started it with the Cayenne and now sell far more SUVs than they do sports cars. Since then just about every other sports and prestige manufacturer has followed. Jaguar, Bentley, Alfa Romeo, and Lamborghini have SUVs already. As reported above Lotus are working on one as are Ferrari (although they insist on calling theirs FUV). Aston Martin are building a whole new factory in South Wales to start making theirs next year,

Recently Rolls announced the World's most expensive SUV named the Cullinan after the World's biggest diamond, the two largest cuts of which are in the Crown Jewels with 7 smaller cuts also owned by Her Maj. The car is pretty big too, a 2.6 ton monster, 5.4m long (almost 18ft), but with over 560 bhp to move it round it's certainly not slow. Starting at around £275000 without extras (most RR owners spend over £50k on these) it's about double the price of the Bentley Bentayga and treble a Ranger Rover, but there is already a queue headed by customers from the US, China, and the Middle East.

Although few of these cars are likely to get muddy apparently off road capability is "competitive". My only problem with it (apart from the fact I'm a touch short of the £300k needed) is that while the interior is a thing of great beauty I at least thing the outside is just ugly. Not that RR will lose sleep over my opinion!

Tesla Making Progress But Facing Harsh Decisions

It seems that Tesla have been promising to hit their target of making 5000 of their smaller Model 3 car for ever. It seem they're at last getting close to that All parts of the production process are now running at over 500 units a day giving them over 3500 a week. "Some" parts are over the 700 units a day target. The ones that are lagging are pretty important ones including body production and painting.

Great news for Tesla is that in May the Model 3 was the best selling mid-sized premium saloon in the US so outselling things like BMW 3 Series, Audi A4, and Mercedes C Class saloons.

In spite of this good news Tesla are still a long way from making money and are starting to face up to the harsh realities of the car business. They also announced they are cutting about 95 of their workforce, although not any involved in Model 3 production. Investors continue to back them but one wonders for how long unless the red ink turns black soon?

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Hello. Is this Gordons Pizza?

No Sir, it's Google Pizza

I must have dialled the wrong number, sorry

No Sir. Google bought Gordons Pizza last month.

Oh, OK, I'd like to order a pizza.

Do you want your usual Sir?

My usual? . . . You know me?

According to our caller ID data, the last 12 times you called, you ordered an extra large pizza with cheese, sausage, pepperoni, mushrooms on a thick crust.

OK that's what I want

May I suggest that this time you order a pizza with ricotta cheese, rocket, sun dried tomatoes and olives on a gluten free thin crust.

No, you may not. I don't like vegetables.

Your cholesterol needs help sir

How the hell do you know?

We cross referenced your phone number with your medical records. We have the results of your blood test for the last seven years.

Listen, I don't want your vegetable pizza and I take medication for my cholesterol..

Excuse me sir, but you don't take your medication regularly. Our records database indicates that you only filled a prescription for 30 tablets once at Boots, 4 months ago.

I bought the rest at another chemist.

Not according to your credit card statement.

I paid in cash.

Sir, you didn't withdraw enough cash according to your bank statement.

I have other sources of cash.

That doesn't show up on your tax return, unless you bought them using an undisclosed income source, which is against the law.

WHAT THE HELL?

I'm sorry sir' we use such information with the sole intention of helping you.

Goodbye. I'm sick of Google, Facebook, Twitter and all this ****. I'm moving to an island without internet access, cable tv cell phone service and jerks watching and spying on me.

I understand sir, but you'll need to renew your passport first. It expired 6 weeks ago.

Wigton MC Lake District Classic & Targa Rally 24th June

The exceedingly good weather had continued and consequently the Lake District is awash with tourists. Despite the volume of trippers they had no effect at all on our event (don't know if they caused a problem elsewhere but we were tourist free all day)

As in 2017 I am once again sitting in the immaculate (under 34,000 miles from new) Peugeot 504 of Tony Harrison. My usual ride with Pete Whitaker in the Maroon (Ex Dave Scaife) Lotus Cortina has Matt Hewlett as Navigator.

Signing on and scrutineering is all at Penrith Truck Stop as usual and there is more than enough time to get the route down onto the two maps. There are no new test sites from last year but WMC have lost two tests at Penrith Auction Mart because of a change in the Management (and a few boy racers having a blast there). One of the tests I couldn't give a monkeys about losing it - very tight and technical and we were very slow last year but the other test was a long flowing affair that I really enjoyed (bugger). In compensation (?) we get another run at Highfield (tests 2 and 9 & 13) and a bit of tricky navigation on some tight (and scenic) Lakeland roads to the North of Ulleswater. Whilst traversing these we had to collect 10 Code Boards. We did not have the complication of regularity, thankfully because we met several locals on sections that were single track only and had to back up to allow them to pass. Had they been Regularity we would have been pressing on a bit more to allow for such hold ups. Without a regularity we could enjoy the roads and the views. I was slightly disappointed not to have a Navigation section in the afternoon too (I had better go and have a lie down now - can't believe I just said that!)

Test 1 is the usual Slalom up and down the roads between millions of pounds worth of Jenkinsons trucks at the Penrith Truck Stop start and finish venue. We set a time of 61s (5 cars share the fastest time of 54s)

Test 2 is the first of three visits to Highfield. Should be a simple test but whilst we get it all correct it seems harder in practice than it looked on paper. We take 88s but several crews clean it and get the Target time of 80s.

Test 3 Kirkbarrow is a tightish test in and around a farm yard with the odd bit of farm road thrown in. What makes this test hard for us is there are two 'free turns' to do. These free turns are tight and we can't swing the 504 round in the space available and we do a five point turn. We get 80s. The fastest (Pete Tyson/Neil Harrison) take 64s. Paul & David Byrne (CDMC) in their Sprite get a maximum after striking the scenery and modifying the O/S front wing.

Test 4 is Thorngill - A run up and down a forestry access road with a bit of a slalom in between. Not bad 65s : fastest Pete Tyson on 62s.



Photos Courtesy of Tony North

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Lake District Classic Rally

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Test 5 is Bridge. A blast up a farm road with a hump back bridge along the way. At the top of the road it's a reverse back between cones and then a blast back down to the start, remembering that on the way back there is a 45° right after the hump back bridge. Simon Boardman/ Matt Broadbent only remembered at the last moment and nearly put the Volvo off the road.

Test 6 is a cracker of a test around Threlkeld Quarry Museum. We take 103s Fastest 97s.

Test 7 is Grapevine (a Wine & Spirit distribution outlet). We do OK. Not helped by me shouting at Tony that he was going the wrong way when, in truth, was following my instruction which was wrong. Corrected and No Wrong Test. Us 63s Fastest 46s

Now into the Navigation bit and we don't miss any Boards. (17 crews miss at least 1 each) We catch up with our minute man (car 28 - who finished 1st O/A) stopped at a tricky slot right and we take the slot - he then backs up and follows us. It's now back to Truck Stop for Test 8 and lunch. Same layout as Test 1. We shave a second off our time but Graeme Cornthwaite gets round in 52s but then retires with engine problems

Test 9 is a return to Highfield with a new test layout (same test for T 13 later on) and we take 4s less than in the morning

Tests 10 & 12 are everyone's favourite tests (well I think they are) Waters farm. On our first run we slide past the first code board under heavy braking and have to back up and at the top of the hill where it joins the quarry road there is a 180° left to do and we only get round by mounting the banking. Take a time of 136s fastest takes 113s. On the second run we stop in time for the code boards and manage the hairpin left without as much drama and record a time of 122s (14s quicker) however the leaders also slice 14s off of their time too.

Test 11 was Hardendale Quarry. Very, Very dusty and like driving on marbles. We were too sideways, too often and for far too long but was it fun!!!! However it was also very dusty. We take 81s not many cars are slower than us but I bet they were no way as spectacular to watch as we were!

Test 13 and back to Highfield with the same layout to the previous visit. Total Cock up by me. Called Cone F all wrong and get a Wrong Test - Maximum of 110s Bugger, Bugger, Bugger. Had we have got the same time as test we would have beaten Simon & Matt by 3 secs

So back to Truck Stop for a last run between the trucks. The Layout of this test has been changed and there is a section that includes a figure of eight with lots of opportunity to get a wrong test. Fortunately we get it all correct (does not stop me cussing and cursing about the Wrong Test at Highfield).

A very enjoyable day (except for bloody Highfield) in a car that will never (well without spending a fortune on some Safari Suspension) be serious competition for the Escorts despite being in the same class. Great Company & a Hoot from Start to Finish



**Charlie Woodward
Rod Brereton**



**Pete Whitaker
Matt Hewlett**



Wigton MC Lake District Classic & Targa Rally 24th June

SHORTS SCORCHING SHOW

On a scorching hot day when shorts were, for many, the favoured attire, Dave Short/ Roy Heath set an equally scorching pace to bring the familiar yellow Escort MK2 home clear winners of the Lake District Classic Rally with the Targa spec cars of Paul & Esther Bowness (Mazda MX5) and Dan Place/ Ryan Parker (Peugeot 309) taking the other podium places on this, all test event which attracted a very healthy 50 car entry.

The Lake District Classic enjoys a reputation as one of the most popular NESCRO events and so a large entry turned up to the ever popular Penrith Truck Stop for this year's offering, the venue hosting the opening test which wove its way through the lines of parked trucks with the Mazdas of Bowness/Bowness and Hunter/Tyson sharing fastest time and no fewer than 5 Historic crews all tied together just a few seconds behind. Next up was Highfield where the former WW2 tank parking lot was well covered in tall weeds with a volunteer marshal busy with a strimmer right up until the first car appeared. Several cars cleaned this test including the oldest car in the rally, the TR2 of Jim Hendry/ Graham Couser, Todd/ Lawson (Polo) and Mackay/ Mackay (Mini) both done a wrong test and the Calvert/ Smith MGB lurched round the test with the drivers door flapping open.

A very dusty Kirkbarrow Farm came next and saw Hunter/ Tyson tied with Hodgson/Giles (Mazda) and Tyson/Harrison (Mini) the best of the Historics. The farmyard was extremely slippery and saw the Byrnes Austin Healey Sprite clout the side of a barn, radically modifying the cars offside wing and neatly removing a headlight, they were, however, able to continue after applying a quantity of gaffer tape. Two short tests at Thorngill and Bridge came next, Short/ Heath taking the first one and Hodgson/ Giles the next one although it was all very close with a number of drivers covered by just a few seconds. Next up was Threlkeld Quarry and a trip round the former workings and the abandoned trucks and large excavators bearing witness to the venue's former use. This test has got a bit rough since last used and there were a few grumbles from crews, notably James/ Howe who removed the sump guard from their Citroen C2. Just across the A66 was Grapevine, a very short test where, appropriately, Short was quickest, just shading Hunter and then it was back to the Truck Stop for a pre lunch test, Hunter/ Tyson arrived late, having got lost on a road section but were still equal quickest with Hodgson/ Giles with Cornthwaite / Fish (Mini) the best of the Historics.



Photos Courtesy of Tony North

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Lake District Classic Rally **Continued from Page 56**

As the crews headed in for lunch, results showed Hunter/ Tyson to be leading from Short/ Heath with Cornthwaite/ Fish in 3rd spot although the Mini crew would go no further, a damaged cam follower signalling the end of their day. Also heading for an early finish were John Bertram/ Louise Whitelaw, the Borders crews superbly turned out MK1 Escort suffering from a sticking brake cylinder. There was the usual activity in the paddock with Slingsby/ Fox adjusting their MGBs carbs while Harrison/ Ellison had to change a flat battery, not on their Peugeot 504 but on Maurice's hearing aid !!.

The afternoon session opened with a return visit to Highfield where Short/ Heath ties with the Bowness's Mazda, this test was to significantly affect the results as Hunter/ Tyson took the wrong route and picked up a maximum penalty which saw them tumble down the leader board. A run down the A6 took crews to the first attempt of the ever popular Waters Farm, complete with cunningly placed code board. Place/ Parker cleaned this one with Tyson/ Harrison the quickest Historic. Just across the M6 motorway was Hardondale Quarry which, given the recent spell of dry weather, promised to be very dusty indeed. The Peugeot 205 of Geoff & Maggy Bateman was quickest on this one while several crews came to a dead stop in the clouds of clinging dust. Back to Waters farm where, this time, Iveson/ Russell and Hunter/ Tyson beat the bogey while Mackay/Mackay (Mini) spoiled a good run with a maximum penalty. A final run at Highfield saw Hunter/ Tyson marginally ahead of the rest while Harrison/ Ellison and Whittaker/ Hewlett (Lotus Cortina) incurred a maximum.

Back at the Truck Stop, the final test of the day was another blast round the lorry park with the Bowness's and Hunter/ Tyson equal quickest with the Mini of Tyson/ Harrison a mere second in arrears. While the crews enjoyed a post rally meal or relaxed in the scorching sunshine results were quickly produced and revealed that Short/ Heath had followed up their recent Shaw Trophy victory with another resounding win, some 16 seconds up on the Bowness's Mazda with the well driven Peugeot 309 of Place / Parker in 3rd spot. Hunter/ Tyson eventually took 4th place and must have been regretting the error in Highfield while Pete Tyson's drive to 5th place was a remarkable feat in a car which had stood in his garage for 11 years without turning a wheel. The rally was another triumph for the hard working team from Wigton Motor Club who made things run smoothly all day and on this showing they will be guaranteed another bumper entry in 2019.

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RESULTS :-

1. Dave Short / Roy Heath	Ford Escort MK 2	960
2. Paul & Esther Bowness	Mazda MX5	976
3. Dan Place / Ryan Parker	Peugeot 309 Gti	985
4. Chris Hunter / Fiona Tyson	Mazda MX5	1001
=5 Rob Iveson/ Russ Robertson	Mazda MX5	1005
=5 Pete Tyson/ Neil Harrison	Mini Clubman	1005
7. Dave Marsden / Mike Garstang	Ford Escort MK1	1011
8. John & Marion Sloan	MG Midget	1024
9. Peter & Karen Wright	Austin Mini	1029
10 Quentin James/ Tom Howe	Citroen C2	1037

Ed Graham : Hexham & DMC (& NESCR0)



This little old lady goes to the doctor and says, "Doctor I have this problem with passing gas, but it really doesn't bother me too much. It never smells and it's always silent. As a matter of fact I've passed gas at least 20 times since I've been here in your office. You didn't know I was passing gas because it doesn't smell and it's silent.

The doctor says "I see. Take these pills and come back to see me next week."

The next week the lady goes back.

"Doctor," she says, "I don't know what you gave me, but now my passing gas... although still silent, it stinks terribly."

"Good", the doctor said, "now that we've cleared up your sinuses, we'll start to work on your hearing."

Q: Can a kangaroo jump higher than the Empire State Building?

A: Of course. The Empire State Building can't jump.

Q: How do astronomers organize a party?

A: They planet.

Q: How do trees access the internet?

A: They log in.

I was wondering why the ball kept getting bigger and bigger, and then it hit me.

Wigton MC Lake District Classic



1st O/A Dave Short and Roy Heath : Escort RS2000

Superb weather greeted the competitors in the third round of the Wigton Motor Club Gates/Protyre Historic Rally Championship as they arrived at the event start at the Penrith Truckstop, this enabled many of the crews to do their route plotting and map work outside.

The first test was at the Truckstop and the crews then headed out into the Eden District for another thirteen tests, split by a lunch halt back at Penrith.

Entries came from all over the north of England and Scotland, the furthest travelled being Jim Hendry from Fife on his 1956 Triumph TR2. The Targa Rally included more modern standard road cars and is an ideal way of getting into competitive motorsport. The entry fee for the event including food for the day for two people was just £100

The tests were made up of cars parks, private roads, forest tracks and other non-damaging venues within a 20-mile radius of Penrith. With the very dry weather dust was a problem on some of the tests – a rare happening in Cumbria!

Initially it was Minis to the fore with Graeme Cornthwaite leading from Peter Tyson, but Graeme had an engine problem and retired and on the longer tests the Escort RS of Dave Short and Roy Heath powered into the lead and were never headed. The Mini Cooper of Peter Tyson/Neil Harrison took a good second with third going to the Escort of Dave Marsden and Mike Garstang.

Class wins went to Peter Metcalfe/Ian Marsden in the Mini, John and Marian Sloan (MG Midget), Simon Boardman/Matthew Broadbent (Volvo 131); Malcolm and Kathryn Mackay (Mini 1275GT), Mike Kirk/Martin Oates (Escort RS2000) and Brian Bradley/Michael Marsland (VW Golf).

The Targa rally saw a run away win for Paul and Esther Bowness (Mazda MX5); from the Peugeot 309 of Daniel Place Ryan Parker with Chris Hunter/Fiona Tyson in third in another MX5.

Class wins in the Targa Rally went to Peter Wright/Craig Stamper (Mini Cooper) and Jon Lawson/Richard Todd in a VW Polo.

The next round of the Gates/Protyre Historic Rally Championship is the Northern Dales in a couple of weeks' time. Wigton MC's next major event is the Cumbria Classic Weekend on August 18/19th.

Graeme Forrester : Wigton MC

Wigton MC Lake District Classic & Targa Rally 24th June

"Are you with them?" the security guard shouts while waving an arm in the direction of John Bertram's Escort parked up beside the start line.

"Yes" I reply giving a thumbs up and turn to set off

"You need to go and park over there" he says pointing to the car park where everyone is having lunch. There's a slight pause, the brow furrows and he says "You're just coming to watch right?"

"We're competing" I reply with a big grin.

"Oh err OK...sorry I just thought...."

We tootle over and park next to the stunning blue Escort and for the umpteenth time I nip up my drive flange bolts (which handily are exposed through the wheel centre). We hoon round the test before heading round the corner to the carpark for lunch only to be halted by the scrutineers who then start grinning.

Apparently they're randomly checking competitors tyres to ensure they aren't under 65 profile and are chuckling that they don't need to read my sidewalls they could tell straight away!

A typical day of historic rallying an old Land Rover!

A bit of history: With the MSA amending the Blue Book to ensure I couldn't use my other old Land Rover (but can't explain why) I've been very lucky that for the last couple of years I've been able to drive the Freelander and Defender from Land Rover Owner International Magazine in Cross Country Navigational and Targa Rallies.

But it hasn't stopped me wanting to come out to play in my own motor as well. Lying in a dry barn for the last decade was my first "car" an 88" Series 3 which handily is a station wagon so is technically an estate car. Something a bit harder to ban then!

It had spent most of its life as the transport for Coniston's GP and has something north of 200,000 miles on it. While it's been on the road for a year I'd only had chance to do the odd trial in it so far.

It's been a few years since I did the Lake District Classic and a mate of mine, Steve McEvoy was interested in trying his hand at navigating having never done anything like this before so I put an entry in.

Glorious weather greeted us for the run up to Penrith, my 110 somewhat weighed down by all the spares etc I thought I might need! We arrived a bit later than most so parked at the end of the row at Penrith Truckstop. Which as it turns out was quite handy...

Scrutineering went through fine, the noise tester laughing at the quietness of the Land Rover and soon we were sat on camping chairs in the sun on the trailer plotting the days route while watching some of the early cars blast up the test around the wagons next to us.

By the time we line up Steve is getting quiet in the navs seat but calls the first couple of cones spot on. At the end of the first "straight" is a 90 Left that's a bit tight where a good crowd had congregated.....next to the gravel and right beside my trailer. With a turning circle measured in postcodes and no handbrake to pull on I take it wide onto the gravel knowing any stones would only get the corner of my trailer. I think the crowd might have stepped back a little after that! Steve begins to laugh inbetween calling the cones and all runs well.

A short road trip brought us to the old Tank car park that is Highfield. The concrete and grass having an interesting effect on the leaf springs! I always compete in rear wheel drive as four wheel drive is a lot lot slower as it simply fights with itself round every cone. Case in point where the back comes round nicely a couple of times helping us get round just handful of seconds over the bogie time. The response from the excellent marshals suggested I'd amused them which is what it's all about!



**Photos Courtesy of Paul Whitlock
Motorsport Mugs
www.motorsportmugs.co.uk**

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Lake District Classic & Targa Rally Continued from Page 59

I have a sudden thought at the finish and wonder if all this fun and games in rear wheel drive is having an effect on my drive flange bolts. As it turns out it had and I have to tighten them up. Something I'd get very good at during the day with the standard spring washers clearly not doing the business. Something that's easy to address in the future.

After that we head south to a farm test only to find the vehicle following us in 6 wheeled Milk Tanker. The test stops while he heads through. With two reverse turns in I wonder if the tanker could be faster than us!

A slow drive crawling behind tourists around the top of Ullswater and up Matterdale in stunning scenery brought the first proper gravel of the day the short blast up and down Thorngill. The worn tyres I use for rallying certainly making it entertaining!

A quick test near the A66 was dispatched and soon we were at Threlkeld Quarry. Full of old and fascinating pieces of big kit I used to go there quite often as it was a good trial site. These days it's significantly changed but we have a great time sliding around the cones and exhibits all on very loose gravel. A good length and really interesting test.

Just across the road we do a tight tarmac test in a small industrial area. I was dreading this fearing it could be laid out for people with handbrakes that could be pulled while moving, but like all of the tests on the rally they were a credit to the organisers, not a single cone being placed needlessly close to another. Something a few organisers could learn from there!

After that laid a bit of detour ahead for a navigational section where quite a few code boards were laying in wait. Steve managed this spot on despite the fact that the Land Rover was less than a pleasant place to be by now, we were roasting as we crawled around the lanes.

Back at the truckstop for lunch it turned out John Bertrams Escort was in trouble with the brakes clamping themselves on. This, along with Graeme Cornthwaite's Mini suffering a rocker that was dismembering itself and Dave Ruddock's Vauxhall not starting meant some of the fastest historics in the morning were out the running.

The sheets we were given didn't have all 37 historics on but did show most. We were lying something like 8th overall much to the amusement of Steve who was by now well into the swing of things and seemingly at ease with being thrown in the equivalent of a wheeled boat.

After lunch we headed back to Highfield for a slightly revised test which included a 360 slightly further down the concrete area which as it turns out does have a bit of a slope to it. I realised this mid way round when things went very "light" and bouncy which suggests rather than just having the front wheel off the deck (which happens quite a lot) that possibly the rear inner wheel was thinking of joining in! I've been here before and take the hint to back off a touch....

The relaxed run down the A6 to Shap was chance to get some air moving through the car and soon we found ourselves lining up for that firm favourite that is Waters Farm.

I go as quick as we can through it to the point of getting a big of a tank slapper as we come onto the Bridge road over the M6 and nearly hitting the rocks that are there to keep quarry wagons in check. A match for any of those "hinklesteins" on WRC Germany I'm sure! We do a 180 straight after this and not thinking there would be that much dust on this test still have the sliding windows open. Big mistake as the cab fills with dust and a bit of something gets in Steve's eye. Fair play to the lad he kept reading the test with one eye to the end without an error!

Sadly being a long uphill test with multiple stops the lack of power really shows and we drop lots of time but the grins are still there.

A few yards later is the bright white and dusty Oddendale Quarry road which was so dry and loose even the Land Rover was spinning up in a straight line! Like many tests like this there's a cone at the top to go round before heading back down. We approach this as quick as I can and brake a bit earlier given the lack of grip. The Cone is on the right and of course the Land Rover has other plans and dives to the left. In a moment of overt keenness I keep the middle peddle pressed and wind on lots of opposite lock and then stamp on the throttle thinking this will either work or it won't. It did and Steve is laughing as we do the worlds slowest but still effective Scandinavian flick with a big drift round the cone under power. I just wish someone was filming it!

Of course I got cocky and then jumped on the power on a loop a few seconds later which resulted in a bowel loosening understeer towards both rocks and Phil James the photographer followed by a near half spin. Still giggling all the time though!

The second run through Waters took a slightly different route with an interesting moment when we're heading towards the finish line to find the mini in front is still there. They soon moved!

A shorter blast round the truckstop finished the days proceedings and we tuck into the generous helpings from the Truckstop café.

With all the time lost at Waters I'd assumed that was that but to our surprise 2nd in Class (due to Dave Short taking 1st overall in the rally) and 14th overall was our final result. Credit where credits due to Steve for calling everything well in advance all day which allowed me to help push a vehicle that needs two weeks written notice before performing anything enthusiastic!

The adrenaline soon wore off and heat and tiredness kicked in so we headed home. A massive thanks to everyone involved in this event especially the Marshals who stood out in extreme heat all day. Roll on the next event. (Metaphorically of course not literally!)

Many thanks MotorsportMugs who snapped us on the transport section between tests. Not bad for 4 year old budding photographer!

Phil Griffiths

Lake District Classic

Well what a cracking day to be driving round such a lovely part of the country! Wall to wall sunshine and temperatures more typical of Spain making the tests dry and dusty except for one. But more of that later.

Up early and off at 6.30 for the drive up to the truck stop at Penrith. Arriving shortly after eight we put the car through noise and scrutineering without problems then signing on before getting down to the important matter of coffee and a bacon butty!

Last year's route was still on the maps and it became clear after David plotted a couple of map references that the route was different so out with the rubber and start again. A change in the order of some tests and a longer loop in the middle with code boards to catch out the unobservant.

Game on and the first test at the start venue. A simple enough test but it's caught us out before (or me David would probably say!) and on this occasion it went well. A good time we felt and off for a short run to test 2, Highfield.

Highfield was used three times. The first run through being slightly different to the second and third runs. For some reason it's a test I like. Perhaps because it's quite long and open and as such fairly quick. I almost missed one of the cones due to the long grass (or that's my excuse) but David quickly pointed out the error of my ways with suitable volume and a wrong test was avoided. Looking at the results it's possible that quite a few crews beat the minimum time as 8 crews got the same time!

A short run again to test 3 Kirkbarrow farm. Earlier I mentioned the tests were dry and dust but for one. And this was the one. We were told that it was slippery where the route passed a barn went round a storage tank and so it turned out to be. The test had us drive past the barn etc. then turn round and come back again. On the way back past the barn we understeered straight on and found what I'm assuming was one of the RSJs of the building structure with the driver's side wing. Very solid them RSJs if you'd never noticed. Car wings not quite so! We came to an abrupt stop with the crumpled wing now rubbing on the tyre preventing us from turning right. Thankfully the very helpful marshals produced a bar from somewhere in no time and the wing was pulled away from the tyre allowing us to drive out of the test. One wrong test later we had a sad looking little car but thankfully nothing was hanging off and it seemed to be driving fine so on we went.

Tests 4 and 5, Thorngill and Bridge were both relatively short and straight forward. Thorngill was on gravel and a challenge to be quick without hitting any of the cones and taking penalties which we very nearly did and Bridge which had a stop forward between cones and then reverse and stop between another pair of cones at the end before coming back over the bridge to the start/finish. An amount of banging from under the car caused by the roughish surface was a bit of a cause for concern but when someone counts you down and says go it's difficult to drive to cautiously!

Test 6, Threlkeld is another test we enjoyed doing before. Gravel and an LSD (not the drug officer!) what more can you want! A mining museum with a curved gravel road running up to a large gravel parking area. Short and Heath set a blistering pace to set fastest time.

Test 7 was just back across the A66 and called Grapevine. The site of our next mistake! A tarmac test following a route round cones and buildings. We thought it was going well but became aware that a scrapping noise had appeared and my first thought was that a tyre was catching the bodywork after our earlier blooper. We got to the test finish in what we felt must be a good time only to be asked by a smiling marshal if they could have their cone back!

Next up quite a lengthy run following a winding rout back to the Truck stop with a multitude of code boards to try not to miss. Surely that can't be difficult right? Not so. Somewhere along we missed one and picked up a 30 second penalty. As things come in threes (seemingly except stuff you want) hopefully this would be our last penalty.

Last test of the morning run back at the truck stop was completed in a decent time and we parked up to get a much needed drink, butty and for those with a sweet tooth a very nice cake. Our remodelled bodywork was attracting some light hearted witty comments in the carpark but thankfully hadn't suffered any suspension or steering damage.

The afternoon route took us first back for test 9 at Highfield. Slightly different to the first run through. No dramas but a bit untidy so room for improvement on the later rerun. A drive down to Shap followed for three tests all together. Waters 1 and 2 and Quarry.

Waters is a quick sprint up a tarmac track to Waters farm then through to finish on the bridge over the motorway. Being familiar with this test it always seems such a long time while stopping to record the code boards but it's the same for everyone. I'm guessing there must be a technique to being very slick doing this as Tyson and Harrison recorded a time 7 seconds up on the next best! We need to find how it's done for next time!

Test 11 Quarry, saw a change of surface back to gravel (the clews in the name!) Boy was it dusty. We managed to stay tidy and keep wheel spin to a minimum but on the fast slalom heading to the top of the test it was like driving on marbles and when we executed what I thought was a very neat 180 round the end cone we couldn't see the rest of the test!! Luckily it cleared in time for us to see the next cone before we went past it.

A short run back over the motorway brought us to the start of Waters for the second time. A slightly different route into the farmyard and the two code boards on the driver's side. Trying to read the number plate code boards when it's on it's side and you're in a rush and you can sense the navigator wants you to get a move on just adds to the fun!

Test 13 was the third run through Highfield for a repeat of test 9. Not always unlucky 13 as getting to the end it had felt tidy and quick and so the results showed as we recorded a fastest time.

Back for a final test at the Truck Stop, completed with no final mistakes and in a decent time just left us to see how we'd done. After the penalties we'd incurred in the morning we didn't know what to expect but were pleasantly surprised to find we'd finished 5th overall and 3rd in class. As first in our class, namely Tyson and Harrison had taken 2nd overall we collected the award for 2nd in class! A pleasing finish after bending the car so close to the start.

Congratulations to the winners Short and Heath and I'd like to add our thanks to those already given to all the organisers, marshals and owners of the venues used.

Until next time all the best.

Stephen and David Byrne : Clitheroe & DMC

Ilkley & DMC

Ilkley Targa Rally

On Sunday 3rd July 2018, we were up at 5.30am and raring to go to our first ever Targa Rally! First stop was McDonalds for breakfast at Knaresborough (staple early morning rally breakfast) The Saxo VTR was gleaming and the snow tyres were the choice of the day as it was predicted to be wet.

Being seeded at car 8 out of a field of 48 was a very proud place to be, considering 2 years ago I was the novice at all discipline and quickly got shoved up with the experts (where I have been at the bottom of the pile, but learning all year).

The welcoming faces of Sheena Tullie and Karen Humphries when we signed on calmed the nerves. We sat at a table with some of the historic crews and started looking at the maps. Crickey they had highlighter pens and all sorts! I knew it was tulips and tests so I had just brought a pencil and rubber, was I not taking this seriously enough?

We had discussed various ways of how I was to call the route, but this was new to us both. We were both used to looking at a test and doing it, not verbalising it. Thoulthorpe was the first test 14 cones through the test, we worked quite well with our plan of left of 1, right 360 at 2. Then it was on to Tock-with where a rather condescending comment was made from a crew wondering how a bog standard £650 car could be seeded so well. With a few more spectators I went to pieces and messed it up a bit but we did agree that 360 clockwise was easier to understand as I called the cones.

Philliskirk was next, it was rough! A good supportive bra was needed for this test but having marshalled it last year we were at an advantage and knew it well, Neil did a sterling job. In fact it was the one occasion I let him free, just like a puppy on an extendable leash driving it with confidence.

Acaster was scary in the morning. It was like an ice rink and I really thought that we were going to kiss some farm machinery on a couple of occasions but the little VTR just drove like a dream taking her own lines and kept us safe.

Then disaster struck at Sherburn Airfield before lunch, it was like a scene from Dumb and Dumber. The map was split over the page and we got to a point where we were stationary in the middle of the airfield and couldn't even work out where we were meant to be going, we were dire!

We banged our heads together over lunch and after a bit of map cutting and sticking it together as one full test with gaffer tape we were ready for off. Hells bells, it's amazing what a bit of reviewing and reflection does. From performing like village idiots we suddenly became the 3rd fastest car on the test.

Then it was back to Acaster, wow what a difference, it had really dried out. We, like the other top crews, were flying and I must say, as others will also agree, these were our favourite tests of the day.

There was a delay at the Gun Club which was short but sweet, then back to Philliskirk (home of the posh loo for the future reference of others)

The final tests were back at Thoulthorpe and we really felt we had cracked our own agreed style of navigation, it was fantastic.

The day was amazing cloudy but warm, with some excellent tests that really changed due to the weather and added variety. Thank you to the wonderful friendly marshals who we really appreciate as they make the event happen and the dedication and commitment by Joe and Francesca for putting on a memorable event.

A thrilling 2nd in class and 6th overall for Neil Basket Weaver Raven and 'She who must be obeyed (or you will have got a wrong test!)'.



Ilkley Targa Rally

Pushing for a Sale

June saw the second running of the Ilkley Targa rally and having spectated on the debut event for this year I had been asked to sit alongside Stuart Newby. Despite having upgraded to a Proton Satria GTi Stuart opted to dust off his 1600cc Citroen Saxo for the event, primarily because it has a much better handbrake than the Proton but also in an attempt to try and sell it. The event was based at Burn Hall near Huby, so nice and local, and with scrutineering on Sunday morning it made it a nice compact event, all contained within a single day. As we had decided we were just doing the event as a bit of fun we opted to use some knackered gravel tyres I'd had in the shed for a few years, rather than waste good rubber and decided some almost worn out tyres on the back would be preferable so we could execute handbrake turns with ease. Scrutineering passed I marked up the test diagrams, nothing complicated just L or R next to each numbered cone so I knew which side of the cone we had to pass. The diagrams weren't overly complicated and were well drawn but it's always good to have a reminder so in the heat of the moment I don't make a mistake.

We had been seeded at 15 with Niall Frost in his Peugeot 106 the car ahead and Andrew Johnson in the Fulvia the car behind, coincidentally I've navigated for them both. There was a strong entry and I thought the likely challengers for the win would be last years winner Sion Matthews, Bevan Blacker, John Ruddock and Road Rally legend Ron Beacroft. With only a 1600 8valve engine we decided the key was to keep the driving neat and tidy with no heroics and most importantly no mistakes. The opening tests were at Tholthorpe airfield and were both on the slippery side given the heavy overnight rain. Even after just 14 cars there were a few of the 360's that were badly cut up however we did have the advantage of a good set of tyre marks to follow. Pat Johnson and Dave Bell were marshalling on the stop line of Test 1 so I took the opportunity to check a few times and saw we were 1s slower than Niall and 3s slower than Bevan so we weren't far off the pace. On Test 2 we took a couple of seconds off Bevan as we set second fastest time with Lee Matthews in the unusual Consul Capri fastest by 9 seconds. Test 3 took us across to Tockwith airfield with two tests run on concrete and with a bit of a queue ahead I had chance to see what was in store. With some tight hairpins and a couple of 360's it was all about maintaining momentum and we managed fastest time, tied on 59s with Sion Matthews and the flying Aldis Blacker. Test 4 was a similar layout and we were second fastest, just 1 second off Sion Matthews. Test 5 was at Philskirk Drainage's yard just off the A59 and was one of the more complicated of the event with most of it out of site from the start line. It started with a simple left and right of cone 1 and 2, free turn after cone 3 on some very slippery wet grass, between cones 4, round 5 then we had to go between 6 which was hidden behind a huge pile of stone, luckily we guessed the correct way to go, found the next set of cones and blasted through the rest of the test without any problems or hesitations. Several crews got wrong tests here, including Bevan and we set 2nd fastest time just 3 seconds behind John Ruddock who got a re-run of the test after a failure with the marshals stop watch. Test 6 and 7 were a re-run of 3 and 4 at Tockwith and we managed fastest time on both.

As we left Tockwith for the second time we were shown results up until Test 4 and we were shown as leading, just ahead of Bevan Blacker, John Ruddock and Aldis Blacker so the pressure was now on. Test 8 was the first of three at Acaster Malbis airfield and was devilishly slippery. Test 9 was where I decided to try and throw our lead away, as is customary for me. Towards the end of the test we needed to do a 360 around a heap of stone and through a gate and after slotting 45 left at an arrow we tried to go the wrong side of a row of bales, did a big loop to get back on track and dropped 18 seconds to Niall Frost. After some swearing and self deprecating I sorted myself out and we set another fastest time on Test 10.



Photo Courtesy of Chris Ellison

Test 11 was the longest of the event at Sherburn Airfield, the old Mintex proving ground. The test wasn't overly complicated, the only difficulty was finding the cones as they were so far apart. With a whopping 100bhp on offer from the well used 8v engine the long straights certainly didn't suit us; neither did having to go from flat in top to stopping astride then back up to full speed. Down the back straight we managed 85mph with others reporting speeds of 90mph+ and Dave Pedley managing to top a ton in his MX-5. Despite our lack of power we managed 2nd fastest, I suspect in part to not hitting any cones, with Ray Jude in the mighty V8 TR7 quickest, 11s faster than us. Over lunch we saw results up to test 7 and we were still leading but with the mistake we made on test 9 I suspected we must be virtually tied on time with Graham Hepworth/Iain Tullie after several others in the chasing pack had suffered mechanical problems or wrong tests. As we waited for the last few cars to finish Test 11 Richard Isherwood/Ian Canavan were busily trying to fix a starter motor problem on their Nissan Stanza. Ian had found a loose wire but couldn't see where it fitted, luckily gangly arms are useful for jobs like this and I was able to get the Bradford Taxi back in full working order. It was also while waiting that Andrew Johnson pointed out that our O/S front tyre looked rather soft, in fact it was completely flat so we swapped for the AO35 we had in the boot and with one good tyre and one rubbish tyre on the front it certainly made for interesting handling. Test 12 was a repeat of test 11 and with some of the cones tightened up we were 1s slower than our previous run with Hepworth/Tullie taking a whopping 18s out of us in the 190bhp Corolla T-Sport. The next 3 tests were re-runs at Acaster Malbis and with conditions drier and knowing exactly where to go we were quickest on test 13 but dropped 2s and 3s to Hepworth on test 14 and 15 respectively. By now Stu and I had resigned ourselves to the fact that with less power, the drying conditions and our mistake on Test 9 we weren't going to beat the flying Hepworth/Tullie so focussed on trying to keep the endlessly sideways David Pedley behind us and snatch a class win.

Test 16 was at Rufforth Gun Club and started with a fast blast up a tarmac road, a loop on gravel then back down the tarmac to a common start/stop. We were equal second fastest, 2s slower than Hepworth and equal with John Ruddock, Tim Robson and David Pedley. Bevan would have been quickest had he not incurred a 30s penalty for coming to a stop a good cars length beyond the stop line. You certainly can't say he wasn't trying.

Test 17 was a rerun of Philiskirk's and there would be no hanging about this time. We were warned on the start line that Bevan had retired with a broken driveshaft but was clear of the track. With the on looking Bevan and Russell to impress Stu really gave it ten nil. We managed to shave 7s off our previous time but more crucially when I checked the marshals times we had taken 14s off Hepworth, maybe we were back in it. The event finished with two tests at Tholthorpe, different to the mornings layouts. With numerous 360's and the conditions still on the muddy side Stu kept it neat, tidy and pushed as hard as he could on the fast sections. We were second fastest on both behind John Ruddock and eked another 15s out of Hepworth over the two tests leaving us very happy with our performance during the day and we knew it would be very close at the finish. After a conflagration with Iain Tullie he agreed that we had finished ahead of them and when provisional results were published we were shown as winners, 42 seconds ahead of Hepworth/Tullie with Niall Frost and first time navigator Neil Thompson third overall. Passing a cone on the wrong side on Test 11 had cost John Ruddock/Abi Ruddock over 3 minutes in penalties so dropped them to fifth from a possible win. Top historic crew were Dave Short/Roy Heath who finished fourth overall.

The whole event had been thoroughly enjoyable, a good mix of tests on a variety of surfaces with a good range of layouts, simple to follow diagrams, friendly marshals throughout and a swift results service at the finish. The only slight let down was the lunch halt, a 40 minute round trip to find most of the food had gone but finding somewhere that will serve food on a Sunday lunchtime in June without breaking the bank can't be easy. All in all another excellent event by Ilkley & DMC and in particular Joe Mallinson who had clearly put a huge amount of work into the event. Targa events are very driver biased and Stuart had performed faultlessly all day making the most of the Saxo's modest power and not wasting time by being overly flamboyant and I only had to grab the steering wheel once to avoid going the wrong side of a cone.

Incidentally the Saxo is for sale and you can get yourself a rally winning machine complete with Peugeot Sport suspension, roll cage, buckets seats and a Quaife ATB diff for just £2,000 (Call 07808 713218).

Sam Spencer : Malton MC

It's the World Cup Final, and a man makes his way to his seat right next to the pitch. He sits down, noticing that the seat next to him is empty. He leans over and asks his neighbour if someone will be sitting there. 'No,' says the neighbour. 'The seat is empty.' 'This is incredible,' said the man. 'Who in their right mind would have a seat like this for the Final and not use it?' The neighbour says, 'Well actually the seat belongs to me. I was supposed to come with my wife, but she passed away. This is the first World Cup Final we haven't been to together since we got married.' 'Oh, I'm so sorry to hear that. That's terrible....But couldn't you find someone else, a friend, relative or even a neighbour to take her seat?' The man shakes his head. 'No,' he says. 'They're all at the funeral.'

Ilkley & DMC Ilkley Targa Rally

For over 30 years, my good friend Neil Johnson reported on, and photographed, hundreds of local and national motorsport events for the Lancashire Telegraph, standing on the sidelines in rain, snow and sun watching other people have fun.

After hanging up his camera and pen professionally a couple of years ago – and with a landmark birthday on the horizon – he decided it was time to have a go, before in his words: “I’m too old, too knackered and too senile”.

So, after trawling through Ebay for a suitable Targa car, we found one that fitted the bill – just around the corner in Abergavenny!

With loads of chrome and very anonymous hatchback styling, the Daihatsu Sirion Rally 2 can be misleading, but weighing in at under 800kg and with 110bhp under the bonnet, it’s quick and agile enough for a novice driver.

Neil kindly loaned me the car for ‘shakedown’ on the John Robson Rally in February, and with Nick Cooper on the maps, we finished second in class and 11th overall.

So, which Targa rally to pick for a debut? Ilkley MC’s event looked to be the perfect choice. The club has an excellent reputation for quality events and with Joe Mallinson and Henry Carr at the helm it was always going to be good.

A total of 19 tests using farms and airfields around York promised much merriment and hopefully not too much in the way of mechanical maladies.

With a driver on his first-ever rally and a navigator who hasn’t sat in the left-hand seat for almost 15 years, what could possibly go wrong?

As it turned out, almost nothing. The car performed perfectly, and although we got three Wrong Tests, it was probably because we were laughing so much.

Full credit must go to the organisers for putting on such a great event. If the only hitch was the missing sandwiches at the lunch halt then there’s not much to complain about.

The opening tests at Tholthorpe combined tarmac and very slippery mud, which got all the crews focused on the job in hand. Tests 3 and 6 at Tockwith provided us with the only real hitch of the day, when arriving at a tricky double 360 deg loop around one cone and then around another four cones, Neil lost his rhythm – along with about 50 seconds! Still, the marshals at the end of the tests had a good laugh about it with us....

The highlight of the day for us and, I’m sure the rest of the competitors, was the two runs at Sherburn airfield. It combined everything – stop astrides, hairpins, watersplash, hillclimb, and ‘flat-knacker’ runs up and down the old runways which saw us pulling 85mph in third gear. Simply brilliant. And, at over six minutes long, was worth the entry fee for those two tests alone.

At the end of a very long day, Ilkley MC had their seeding spot-on, we started at car 39 and finished 39th. But where we finished didn’t matter a jot, the whole day was a great advertisement for targa rallying.

If you haven’t tried one yet, you should.



Photos Above Courtesy of Chris Ellison



Shaw Trophy Targa Rally

10th June

SHORT'S DUSTY DAY

Dave Short / Roy Heath took the honours on the Whickham & District Motor Clubs Shaw Trophy Rally which saw crews arriving at the finish dry and dusty as the recent spell of dry weather saw most of the tests, on farm tracks or quarries, enveloped in clouds of clinging dust. While the familiar yellow Escort topped the leader board, the star of the day, at least in the spectators eyes, was the Category 4 Nova of Michael Glendinning which set a blistering pace, fastest on a lot of the tests but a good result marred by a couple of wrong tests.

Despite offering a good variety of tests and a compact route, the Shaw Trophy surprisingly attracted only 28 entries, although a crowded calendar may have had something to do with this. The event was again based at the High House Brewery from where a short run took crews to Turpins Hill and the first farm track test where Gleninning just headed the Bertram/Procter Mk1 Escort and Short/ Heath (Escort MK2), then it was a short dash across the river Tyne to Test 2, a short affair round Northumbria Water's pumping station where Short/ Heath shaded Chris Dodds/ Josh Davison (Peugeot) by a mere second with Bertram/ Procter (Escort MK1) close behind and Glendinning spoiling his good start with a wrong test.

It was then on to Hillfield Farm, as the name suggests a farm-yard affair where Short was again quickest, Glendinning equalled his time but clipped a cone, incurring an extra 10 seconds for his exuberance. It was then on to Hexham and the tarmac test round the back of the giant Egger factory where proceedings were held up while a number of slurry tankers went in and out. Glendinning was equal quickest with the nippy little Peugeot 106 of Simon Jennings/ Colin Fish while Blanchard/ Beaumont (Avenger), Marshall/ Pattinson (MG ZR), Whittaker/ Akram (Rover 200) and Morton/ Huntsman (Autobianchi) all managed to get the test wrong. The Peugeot 205 of

Geoff and Maggie Bateman retired here with terminal gearbox problems.

There was a bit of a panic en route to the next test at Fourstones Lime Works when the organisers discovered the Warden level crossing closed for the day ! A swift detour was worked out and the crews arrived at the test without too much delay. The Metcalfe/ Wickham Mini was fastest on this one from Dodds/ Davison and the English / Preston Renault Clio. Next up was Howford Quarry and. Predictably, it was very, very dusty, in fact at times it was impossible for the marshals to see any of the cars. Glendinning/ Hughes tied with Paul & Liam Clough (Escort MK2) on this one where, not surprisingly, there were no fewer than 6 cars penalised for wrong tests.

Continued on Page 67



Continued from Page 66

The Whickham club had found a new venue, a farmyard affair just off Dere Street near Bingfield where Alan & Gary Ross (Citroen C2) were quickest , just ahead of Glendinning/ Hughes and James/ Howe while Short/ Heath unexpectedly picked a couple of cone penalties and Phil & Jo Morton (Mazda RX8) and Whittaker/ Ajkram both took a wrong test maximum. This brought the morning session to a close and as crews headed for Hexham and lunch, with Dodds/ Davison leading on 10:26 followed by Short/ Heath (10:49), Metcalfe/ Wickham (10:53)and Bertram/ Procter (10:54), all very close !.

The afternoon session opened with another run at the Egger test and Glendinning/ Hughes really nailed it, 9 seconds clear of Bertram/ Procter and Short/ Heath while English, Whitaker and Jack Morton all took maximums for going the wrong way. At the afternoon test were a repeat of those used in the morning so it was back to Fourstones and another run round the Lime Works where Whittaker/ Akram tied with Glendinning / Hughes and Short/ Heath with Metcalfe/ Wickham and Dodds/ Davison a mere second behind. It was then back to Howford and the "Dreaded Dust", still making life difficult for the crews and covering the marshals liberally. Glendinning/ Hughes starred on this one where again numerous crews got lost.

Another visit to Dere Street saw Short/ Heath shade Glendinning/ Hughes and Bertram/ Procter and then a longish road run took crews back to Turpins Hill where a host of crews incurred cone penalties including Glendinning/ Hughes and English/ Preston who would, otherwise, have been quickest. A third, and final, visit to Egger where the English/ Preston Clio was quickest but clipped a cone with Glendinning/ Hughes the best of the rest. Another run at Dere Street saw no fewer than 7 crews tied for fastest time , the test was obviously still hard to read and several crews incurred wrong test penalties. The final test was at Turpins Hill where Bertram/ Procter tied with the little Autobianchi of Morton/ Huntsman and James Hastings/ Sophie Wickham (Proton).

While the crews and marshal enjoyed a steak dinner at the High House Brewery, the results were quickly calculated with victory going to the Short/ Heath Escort, some 13seconds up on Dodds/ Davison with Glendinning/ Hughes a further 9 seconds in arrears, Bertram/ Procter just shaded Metcalfe/ Wickham by a mere 3 seconds, it was all very tight at the top !!. The event format went down well with competitors and it is to be hoped that this will see a healthier entry for the hard working Whickham & DMC team on the next Shaw Trophy Rally.

RESULTS :-

1.	Dave Short / Roy Heath	Escort MK2	23:53
2.	Chris Dodds / Josh Davison	Peugeot 205	24:06
3.	Michael Glendinning/ Paul Hughes	Nova	24:15
4.	John Bertram / Ali Procter	Escort MK1	24:32
5.	Peter Metcalfe / Guy Wickham	Mini	24:35
6.	Alan Ross / Gary Ross	Citroen C2	24:46
7.	Simon Jennings / Colin Fish	Peugeot 106	25:40
8.	James Hastings / Sophie Wickham	Proton Satria	26:25
9.	Liam Charlton / Keith Fletcher	Ford Puma	26:29
10.	Joe Harwood / David Lumsden	Subaru Impreza	27:03

Class Awards : Historic Novice Paul & Liam Clough (Escort), Historic Expert : Short / Heath, Modern Novice : Hastings / Wickham, Modern Expert : Dodds/ Davison.



Ed Graham : Hexham & DMC
Photos Courtesy of Tony North



NESCRO



**Historic Motorsport In
The North Of England & Scotland**

Challenge Positions
Following Ilkley Targa : 10 June
Only showing the Top 10

NESCRO 2018 Historic Driver's Challenge

Pos	Driver	pts
1	Douglas Humphry	107.4
2	Paul Crosby	104.9
3	Darell Staniforth	102.3
4	Dan Willan	99.7
5	Andy Beaumont	97.2
6	John Ruddock	94.6
7	David Ruddock	92.1
8	David Short	89.5
9	Andrew Johnson	86.9
10	David Marsden	84.4

NESCRO 2018 Targa Driver's Challenge

Pos	Driver	pts
1	Stephen Short	101.7
2	Craig Wallace	93.3
3	Phil Griffiths	85.0
4	Avid Lewis	76.7
5	Robert Short	68.3
6	Geoff Bateman	60.0
7	Philip Hodgson	51.7
8	Quenton James	43.3
9	Jamie Hope	35.0
10	Walter Curry	26.7

NESCRO 2018 Historic Navigators Challenge

Pos	Navigator	pts
1	Chris Loudon	107.4
2	Ali Procter	104.9
3	Les McGuffog	102.3
4	Martyn Taylor	99.7
5	Andrew Fish	97.2
6	Roger Burkill	94.6
7	Kevin Carruthers	92.1
8	Roy Heath	89.5
9	Dave Boyes	86.9
10	Michael Garstang	84.4

NESCRO 2018 Targa Navigators Challenge

Pos	Navigator	pts
1	Rob Brook	101.7
2	Clifford Auld	93.3
3	Neil Watterson	85.0
4	Dan Lewis	76.7
5	Kirsty Thompson	68.3
6	Maggy Bateman	60.0
7	Ian Giles	51.7
8	Tom Howe	43.3
9	Jeff Malthouse	35.0
10	Graeme Miens	26.7

2018 NESCRO CALENDAR

HISTORIC / Classic Rounds

July	15 th	Northern Dales
August	12 th	Blue Streak
Sept.	9 th	Wearside
Sept.	16 th	Doonhamer
October	14 th	Solway Historic Rally
November	18 th	Saltire

TARGA Rounds

July	15 th	Northern Dales
August	12 th	Blue Streak
Sept.	9 th	Wearside
Sept.	16 th	Doonhamer
October	14 th	Solway Historic Rally
November	18 th	Saltire



15th July
Northern Dales
Classic/Targa

Hexham & DMC

Regs available from:
edgraham01@sky.com



Dirty Finger Nails Club (Old Codgers)

Meet at Wild Duck at Branthwaite on the 2nd Wednesday of each month !!

Last weeks get together at the Wild Duck was very entertaining and enjoyed by those of you who weren't away on holiday but the weather in Branthwaite most definitely not holiday weather unless you were a seal or a duck as it poured down. No one came in open topped cars as far as I am aware which after all the great weather was a pity.

This coming weekend it's the Lake District Classic rally on Sunday 24th which is a rally for older classic cars in the local area although there will no doubt be a number of MX5 derivatives in the section for later cars no doubt these will be driven on the absolute limit by many drivers and very spectacular to watch. At the present moment I am just thinking about Chris Hunter, I wonder what made that thought pop into my mind ?

Chris Spencer is running one of the local stages or tests and needs a bit of help marshalling so what about getting out for an hour or two on Sunday and seeing the likes of Chris, John Sloan, Dave Nicholson and the others pushing their cars hard on a series of entertaining tests. Contact Chris Spencer direct or get in touch with me and I will put you in touch.

A new enthusiast came to the Duck last week after I saw a guy driving a lovely 17 reg Morgan V8 getting petrol at Longmile filling station, I went over and introduced myself and so it came to pass Robin Smith, who lives in High Harrington would you believe, joined our happy throng. The V8 is the third Morgan he's had recently as a troublesome hip decided him to get one with an auto box, the car sounds superb I have to say and looks equally stunning in BRG.

Barbon was a fantastic event I will write a short report when I get time. Robert Gate and son in law ex WRC rally driver Mathew Wilson were racing Roberts E Type Jag at Silverstone on Saturday as was another of our tribe Eddie Farrell. Robert and Mathew were 15th and Eddie was 16th out of 30 finishers so a brilliant result for both of them as many of the leading cars are driven by professional racing drivers you see winning at Goodwood and other events such as Monaco.

The next meeting will NOT be at the Wild Duck

In summer the car park gets a bit crowded so not enough room to get a load of vintage cars together in one area.

A straw poll proved that most people wished to return to the golf club for summer but some preferred the Duck for winter as they felt it had more atmosphere then, this we can sort out later but I will pop into the golf club to check availability for our next and future meetings although if you have any other wishes or suggestions let me know.

Keith



MSA Extra

TH MSA NEWSLETTER FOR BRITISH MOTOR SPORT



JIM CLARK & MULL RALLIES REACT TO NEWS OF CLOSED ROADS CONSULTATION

The Jim Clark and Mull Rallies have reacted positively to the news that Transport Scotland has committed to a public consultation on closed-road motorsport.

A Jim Clark Rally statement said: "We have been encouraged by the recent news that positive steps are now underway to introduce the necessary legislation. Despite the lack of detail and timescale, the formal commencement of this process is indeed most welcome.

"Hopes remain high that we can get back on the road some time next year. If any progress is reported to us we will pass it on to you."

Meanwhile the Mull Rally thanked "all the supporters for your patience over the months since last year's successful Targa Rally and Time Trial". It continued: "We haven't just been sitting on our bottoms in that period, lots of work has been taking place in the background. As you can imagine much of these discussions are not the most exciting thing to be talking about; permits, insurances, Road Traffic Act for example and are not really the type of things to be sharing openly whilst discussions are still on-going.

"Maybe, just maybe we may have special stages around the perimeter roads of the Isle of Mull in the near future... Fingers crossed."

CLOSED-ROAD CITY SPRINT DRAWS SIX-FIGURE CROWD

The first sprint event run under new closed-road motorsport legislation drew over 130,000 spectators into the centre of Coventry earlier this month (2-3 June).

MotoFest Coventry was the first competitive motorsport event held in a city centre since the Birmingham Superprix almost 30 years ago.

Drivers from the British Automobile Racing Club's (BARC) various sprint championships took to the Coventry Ring Road for two days of competition. Sprint legend Olly Clark – driving a Subaru Impreza – was quickest, setting a new track record of 69.64 seconds on the 1.1-mile Toyo Tires sprint course.

There were also demonstrations, including a 30-year anniversary celebration of the Jaguar XJR-9's 1988 Le Mans victory, with winning driver Andy Wallace behind the wheel in the marque's home city.

James Noble, Festival Director, said: "The sprint competition proved a phenomenal success with all the competitors expressing their delight at the opportunity to become history makers. It's fitting that we have a true motorsport legend in Olly Clark as our first ever sprint trophy winner and new official lap record holder."

The MSA took the opportunity to introduce new people to grassroots motorsport by teaming up with Loughborough Car Club to run an autotest with free passenger rides. Seven hundred people took part, enjoying a first-hand experience of club level motorsport that is open to anyone with a standard road car.



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!

Technical

Updates, clarification and advice



ELIGIBILITY TRAINING AND ASSESSMENT

The first Eligibility Scrutineer training and assessment days have been completed, with Eligibility Scrutineers being guided through their assessments by Technical Commissioners. In future the programme will be rolled out for regional delivery.

The MSA Technical Department extends its thanks to all the Technical Commissioners involved in developing the training and assessment programme, and to the following for providing the training equipment: Ford; Xtrac; Owen Developments; AP Racing; SPA Penske; and Laser Tools. Thanks also to ATL for providing the venue for the initial sessions.



STEERING WHEELS

The steering wheel pictured below was found by a scrutineer at a hill climb event last month. Of the six bolts that should be holding the steering wheel to the boss, one bolt was completely missing, one bolt had no nut (the screw fell out upon inspection) and one bolt was loose. It is essential that competitors and preparers maintain such safety critical components to an appropriate standard.



TOBACCO ADVERTISING

There have been several recent instances of vehicles bring presented for inspection or scrutineering with tobacco related advertising. Please remember that tobacco related advertising is prohibited on all competing vehicles. This also extends to support vehicles and the competitor's equipment, such as overalls and helmet. Please see regulation H28.1.6.

The only exception to this ruling is if the specific vehicle can be proven (using its chassis number) to have used the particular livery in period. In such cases it is permitted to continue using the livery, providing that the logos are the original size and colours. Therefore, it is not acceptable to replicate a tobacco related livery on a vehicle that did not originally display that livery.

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Spotlight on...

JON ASTON

- Software Developer,
- motorsport volunteer
- Dakar competitor

What's your day job?

I'm a Technical Project Manager and Software Developer.

Which motor clubs do you belong to?

I'm a member of three clubs:

That's Motorsport Ltd;

Under 17 Motor Club (NW);

and the British Rally Marshals Club (BRMC).

What role(s) do you volunteer in?

I began volunteering about 20 years ago and since then I've volunteered in almost every role to do with rallying, cross country and autotest. I've been everything from a marshal, training instructor, event organiser and mechanic to a radio operator, stage commander and clerk of the course.

My 2018 calendar includes being a training instructor at nine events, as well as mentoring and training new marshals. I'm stage commander on the Borders Hill Rally, Cambrian Rally, Isle of Man National Rally and for Wales Rally GB later this year.

What or who inspired you to get into motor sport?

I used to go and watch rallies when I was a kid and always aspired to be a rally driver but real life got in the way! About 20 years ago I discovered cross country hill rallies, which are similar to stage rallies but the cars are cheaper and there is more mud – I was hooked! So, I bought a car and went racing.

I had my fair share of successes with some outright wins, class wins, a fair few DNFs and a few crashes but it was good cheap fun. Through various contacts I got invited to be a mechanic on some international rallies, which led on to my being a mechanic on the Dakar, then a co-driver in a T4 assistance truck. I competed twice in a car and finished the 2013 Dakar in 11th overall, which I am extremely proud of.

Meanwhile back in the UK I wasn't doing very well with the racing, so I sold everything! I still wanted to be involved so I started volunteering. I've taken a lot out over the last 20 years, so it's now time to put something back into the sport.

What's the best thing about being a motor sport volunteer?

It's fun! You get to meet some great people, and when you are with a group of like-minded people you can have some proper laughs and friendly banter. I have made so many new friends through the volunteer network.

Some say we are mad when we get up at 'daft o'clock' and drive for miles but when the event is over and the champagne is being sprayed around the podium, you can sit back and think, 'I was part of that'.

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

Get involved! Without volunteer marshals and officials there would be no motorsport events, so find a local club or event, contact the chief marshal and offer to help. Once you have helped on some events you might find your niche; for some this might be timing or radioing or organising – there are loads of roles that can utilise your skills, so don't be shy!



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

21st July

Blackburn Services

Introduction to Marshalling (Practical)

18th August

Fire Training

Blackburn Services

20th 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@hotmail.com

Or phone (Jon Aston) 0333 0022 510

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	Ciltheroe & 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 Humberide MC
Apr 8	Lockout Stages	Treashed 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 Humberide MC
May 14	Cetus Stages	Wigan & DMC
May 27	Frank Williams Memorial	Rhyl & DMC
Jun 10	Keith Frecker Mem	Blackpool SSMC
Jul 1	Enville Stages	Warrington & DMC
Jul 22	Twyford Stages	Mid-Derbyshire MC
Aug 12	Gareth Hall Memorial	Bala & DMC
Aug 26	Mewla	Epynt MC
Aug 26	Pendragon	Kirkby Lonsdale MC
Sep 7/8	Promenade Stages	Wallasey MC
Sep 9	Vale of York	Lindholme MSC
Sep 23	Heroes Rally	Pendle DMC
Oct 7	Adgespeed Stages	Wigan & DMC
Nov 23	Neil Howard	Bolton-le-Moors CC
Nov 9/10	Pokerstars Rally	Manx AS
Nov 18	Cadwell Stages	North Humberide MC
Nov 24	Hall Trophy	Ciltheroe & 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
May 6	Harlech Stages	Harlech & DMC
May 27	Frank Williams Memorial	Rhyl & DMC
Jul 1	Enville Stages	Warrington & DMC
Aug 12	Gareth Hall Memorial	Bala & DMC
Nov 24/25	Glyn Memorial	Caerns & Anglesey MC

FOREST STAGE CHAMPIONSHIP

Feb 17	Cambrian	North Wales CC
Mar 3	Malcolm Wilson	Kirkby Lonsdale MC
Mar 4	Mid-Wales Stages	Newtown & DAC
Mar 24/25	Haydn Minny Forest	Manx AS
Mar 24	Rally North Wales	Wolv & S Staffs CC
May 12	Plains	Knutsford & DMC
May 27	Mid-Wales Stages	Newtown & DAC
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	Ciltheroe & 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	Ciltheronian	Ciltheroe & DMC
Sep 29/30	Rali Bro Cader	Harlech & DMC
Oct 13/14	Winter Challenge	North Wales CC
Oct 27/28	Cilwendig	Telf 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
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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	Town of Cheshire	Knutsford & DMC
Apr 15	Jubilee Classic	Ilkley & DMC
Aug 12	St Wilfrid's	Ripon MSC
Sep 1	Tour of Chwyd	Chwyd Vale MC
Sep 29	Tour of Cheshire	Knutsford & DMC
Oct 20	Devil's Own	Kirkby Lonsdale MC

TARGA EVENTS - Not a Championship!

May 5	061 Targa (CM)	Stockport 061 MC
May 12	064 Targa (CM)	Stockport 064 MC
May 19	064 Targa (CM)	Stockport 064 MC
May 20	Targa Rally	Caerns & Anglesey MC
May 20	Cynfal Targa	Bala & DMC
Jun 3	Targa Rally	Ilkley & DMC
Jun 23	Targa	Ecurie Royal Oak MC
Jun 24	Targa (CM)	Telf Valley MC
Jul 7	Targa (CM)	Dovey Valley MC
Jul 15	Holms Targa (CM)	Newtown & DAC
Jul 15	Northern Dales (NB)	Hexham & DMC
Jul 29	Targa Tracks (CM)	116 CC
Sep 8	Targa (NB)	Knutsford & DMC
Oct 20	Targa Rally	Caerns & Anglesey MC

AUTOTEST CHAMPIONSHIP

Feb 18	Autotest	Accrington MSC/CSMA NW
Mar 4	January Autotest	Caerns & Ang MC
Mar 11	Jon MacKenzie	Hagley & DLCC
Apr 1	April Fool Autotest	Rhyl & DMC
May 13	Granny Knot	Wolv'ton & South Staffs
May 20	Autotest	CSMA NW
May 20	Granny Knot	Wolv'ton & South Staffs
Jun 10	Aberconwy	North Wales CC
Jun 24	Autotest	CSMA NW
Jun 24	Tim Sargeant	Knutsford & DMC
Jul 4	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 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	January PCA	Caerns & Ang MC
Mar 25	Wern Ddu	Warrington & DMC
Apr 1	April Fool PCA	Rhyl & DMC
Apr 8	Easter PCA	Bala & DMC
Apr 15	Wern Ddu	Warrington & DMC
Apr 22	Wern Ddu	Warrington & DMC
Apr 29	Myerscough A'solo	Bolton-le-Moors CC
May 20	PCA	CSMA NW
May 20	Happy Landings PCA	Owen MC
May 26	Wern Ddu	Warrington & DMC
May 27	Wern Ddu	Warrington & DMC
Jun 10	Aberconwy	North Wales CC
Jun 24	PCA	CSMA NW
Jul 15	Blew Moch PCA	Bala & DMC
Jul 15	PCA	Rhyl & DMC
Jul 21/22	PCA	Under 17 MC NW
Aug 18/19	PCA	Under 17 MC NW

Sep 15/16	Event City	Under 17 MC NW
Sep 16	Wern Ddu	Warrington & DMC
Oct 14	Bright Sparks PCA	Owen MC
Oct 14	Ranges PCA	Bala & DMC
Oct 21	Wern Ddu	Warrington & DMC
Nov 11	Production Car Autotest	Rhyl & DMC
Dec 1/2	PCA	Accrington MSC
Dec 2	Wern Ddu	Warrington & DMC

AUTOSOLO CHAMPIONSHIP

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

CAR TRIALS CHAMPIONSHIP

Apr 8	MAS Trial	Caerns & Anglesey MC
May 26	Dereydd Trial	Bala & DMC
May 27	MAS Trial	Caerns & Anglesey MC
Jun 2	Rob Roberts Trial	Caerns & Ang MC
Jun 10	Wyre Forest	Kidderminster MCC
Jul 21	Cymru	North Wales CC
Jul 22	HCC Wales	Chwyd Vale MC
Jul 29	Filtrate Trophy	Ilkley & DMC
Sep 2	Ernest Owen Trial	Owen MC
Sep 9	Gaby Mohr	Wolv & South Staffs CC
Sep 22	Rob Roberts Trial	Caerns & Ang MC
Sep 23	Disgarth Trial	Bala & DMC
Oct 7	Yorkshire Post	Ilkley & DMC

SPRINT CHAMPIONSHIP

Apr 7/8	Anglesey Sprint	Longton & DMC
Apr 28	Aintree Spring Sprint	Liverpool MC
May 5/6	Anglesey Sprint	MGCC North-West
May 19/20	Blyton Sprint	Longton & DMC
May 28	Keith Pattison Blyton/Huddersfield MC	
Jun 10	Graham Hill Sprint	Owen MC
Jun 3	Silverstone Sprint	MGCC North-West
Jun 17	Three Sisters	Longton & DMC
Jun 30	Aintree Summer Sprint	Liverpool MC
Jul 29	Three Sisters	Longton & DMC
Aug 11/12	Blyton Sprint	Longton & DMC
Aug 12	Carborough	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

ASSOCIATION OF NORTH-WESTERN CAR CLUBS

STAGE RALLY

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

NW STAGE CHALLENGE

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

FOREST RALLY

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

ROAD RALLY

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

NW ROAD CHALLENGE

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

HISTORIC ROAD

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

AUTOTEST

Driver – Expert
Driver – Novice

PROD CAR AUTOTEST

AUTOSOLO

Driver – Expert
Driver – Novice

TRIALS

Driver – Expert
Driver – Novice

SPRINTS

Driver – Expert
Driver – Novice

HILLCLIMBS

Driver – Expert
Driver – Novice

Please register me for the ANWCC Championships 2018

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

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

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

☐

Signature

Fees:

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

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

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

For official use only:

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

18/

See Notes on Page 76

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.co.uk

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 68 for proposed dates)

Championship Standings

In Brief : Updated 01/7/18

go to <http://anwcc.co.uk>

Road Rally : PK Memorial (R9)

O/A	Driver	Club	Points
1	Lorenzo Lee	Dovey	330
2	Mike Webber	116	317
3	Mark Lennox	Newtown	259
4	Dylan Williams	Harlech	255
5	Tim Hodgson	WBCC	240

O/A	Navigator	Club	Points
1	Rob Bryb Jones	Clwyd	732
2	Michael Gilbey	Aberystwyth	390
3	Grace Pedley	Knowlale	306
4	Ian Beamond	Newtown	259
5	Michael Jones	WBCC	252

Stage Rally : Following Enville Stages

O/A	Driver	Club	Points
1	Andrew Morris	Welsh Border	753
2	Calvin Woods	Wigan	673
3	John Stone	BSSMC	474
4	Gethin Jones	Harlech	461
5	Dion Rowlands	Harlech	419

O/A	Co-Driver	Club	Points
1	Chloe Thomas	Clitheroe	753
2	Conner Aspey	Wigan	673
3	Tomos Williams	C&A	525
4	Catrin Jones	Clwyd Vale	480
5	Stephen Landen	Warrington	438

Stage Rally (Forest) : Following Plains

O/A	Driver	Club	Points
1	David Roberts	Bala	114
2	David Auden	Knutsford	106
3	Hugh Hunter	NWCC	40
4	Andy Graham	ERO	32
5	Mark Lennox	Newtown	0

O/A	Co-Driver	Club	Points
1	Osian Owen	Rhyl	84
2	Dei Jones	Bala	82
=3	Christopher Row	Knutsford	75
=3	Emyr Hall	Bala	75
5	Aled Edwards	Harlech	67

Autotest : Following R8 Tim Sergeant

O/A	Driver	Club	Points
1	Dafydd Roberts	C&A	129
2	Dave Evans	Whitchurch	96
3	Duncan Wild	Knutsford	81
4	Lee Mathews	C&A	68
5	Elis Matthews	C&A	65

PCA (Under 25s only) : Following R13

O/A	Driver	Club	Points
1	James Robinson	U17MC NW	56
=2	Deio Hughes	C&A	40
=2	Matthew Nicholls	Bolton	40
4	Will Hughes	C&A	34
5	Lwi Price	F1000	20

AutoSOLO : Following R8 CSMA 24/6

O/A	Driver	Club	Points
1	Andy Williams	U17MC	220
2	Neil Jones	Bala	210
3	Howard Morris	Rhyl	186
4	James Williams	U17MC	180
5	Jamie Foster	U17MC	178

Sprint : R10 Graham Hill

O/A	Driver	Club	Points
1	Nigel Fox	Clitheroe	825.38
2	John Wadsworth	NWCC	597.11
3	Rob Holt	Liverpool	587.13
4	Nigel Trundle	G&PMC	504.61
5	Robert Tongue	Liverpool	420.36

Hillclimb : Following R4 Barbon 1

O/A	Driver	Club	Points
1	Michael Thomson	ERO	316.86
2	Raymond Worrall	ERO	304.83
3	David Goodlad	Knutsford	291.93
4	John Pinder	Airedale	205.08
5	Steve Price	Clitheroe	190.08

Trials : Following R3 'Wyre Forest'

O/A	Driver	Club	Points
1	Henry Kitching	Ilkley	71
2	Sion Griffith	Bala	57
3	Kevin Roberts	Bala	54
4	John Wadsworth	NWCC	50
5	Ifon Roberts	NWCC	38

Championship Standings

In Brief : Updated 01/7/18

go to <http://anwcc.co.uk>

North Wales Rally Challenge

O/A	Driver	Club	Points
1	Dion Rowlands	Harlech	138
2	Andrew Morris	WBCC	124
3	Calvin Woods	Wigan	122
4	Berwyn Evans	C&A	120
5	Eric Roberts	C&A	103
O/A	Navigator	Club	Points
1	Kai Daniel Alcock	Harlech	136
2	Tomos Williams	C&A	129
=3	Chloe Thomas	C&A	122
=3	Connor Aspey	Wigan	122
5	Mari Haf Evans	C&A	118

North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Lorenzo Lee	Dovey	189
2	Dylan Thomas	Harlech	145
3	Andy Price	Telford	141
4	Mark Lennox	Newtown	130
5	Steve King	WBCC	129
O/A	Co-Driver	Club	Points
1	Michael Gilbey	Aberystwyth	199
2	Rob Bryn Jones	Clwyd	171
3	Aron Jones	Bala	156
4	Michael Jones	WBCC	141
5	Ian Beaumond	Newtown	129

Historic Road Rally Challenge

O/A	Driver	Club	Points
1	Ian Crammond	3 Castles	20
2	Lee Matthews	C&A	0
O/A	Co-Driver	Club	Points
1	Richard Crozier	HRCR	20
=2	Elis Matthews	C&A	0
=2	Yvonne Matthews	C&A	0

Sprint & Hillclimb Championship

O/A	Driver	Club	Points

Allrounders Championship

O/A	O/A Driver	Club	Points
1	Stephen Johnson	U17MC	133
2	Willian Hughes	C&A	72
3	Lee Mathews	C&A	66
4	Michael Gilbey	Aberystwyth	65
O/A	Junior (U25) Driver	Club	Points
1	James Williams	U17MC	91
2	Calvin Woods	Wigan	74
O/A	Driver - 1000cc	Club	Points
=1	Stephen Johnson	U17MC	91
=1	James Williams	U17MC	91

Inter-Club Championship

O/A	Club	Points
1	Caernarvon & Anglesey MC	224
2	Clitheroe & DMC	215
3	Knutsford & DMC	200
4	Bolton-le-Moors CC	180
5	U 17 MC	175
6	Bala & DMC	173
7	Clwyd Vale MC	136
8	North Wales CC	121
9	Liverpool MC	120
10	Longton & DMC	113

Marshals Championship

O/A	Marshal	Club	Points
1	Maurice Ellison	Clitheroe	72
2	Tim Millington	Warrington	58
=3	William O'Brian	Warrington	45
=3	Robert O'Brian	Warrington	45
5	Amanda Baron	Accrington	39
6	Paul Cross	C&A	33
7	Ieuen Roberts	C&A	31
8	Laura Jos	C&A	30
9	Tracey Smith	Accrington	29
10	Catrin Jos	C&A	28

Championship Standings

In Brief : Updated 01/7/18

go to <http://anwcc.co.uk>

Glynne Edwards Memorial Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey MC	777
2	Bala & DMC	601
3	North Wales CC	380
4	Harlech & DMC	342
5	Rhyl & DMC	262
6	Clwyd Vale MC	224
7	Broughton & Brecon MC	200
8	116 MC	132

Ladies Rally Championship

O/A	Driver	Club	Points
1	Jade Paveley	NWCC	179.31
2	Ashleigh Morris	Bolton	95.68
3	Lauren Groves	Clwyd Vale	17.65

O/A	Co-Driver	Club	Points
1	Chloe Thomas	G&A	444.79
2	Mari Haf Evans	C&A	278.42
3	Lauren Hewitt	Clwyd Vale	205..29
4	Catrin Jones	Clwyd Vale	155.87
5	Grace Pedley	Knowldale	133.80

Three Sisters Rally Challenge

O/A	Driver	Class	Points
1	Ryan Burns	C	160
2	Calvin Woods	B	156
3	Andrew Morris	D	151
4	John Stone	C & E	145
5	Lee Hartley	B	141

O/A	Co-Driver	Class	Points
1	Connor Aspey	B	156
2	Chloe Thomas	D	151
3	Alex Stone	C & E	145
4	Catrin Jones	A & B	144
5	Barry Armer	B	141



**ASSOCIATION OF
NORTH-WESTERN
CAR CLUBS**

www.anwcc.co.uk

REGIONAL CHAMPIONSHIPS FOR CLUB COMPETITORS

(open to members of all ANWCC member clubs)

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SCOTTISH MOTOR SPORTS

Probably too late for Mull this Year BUT . . .

Scottish Motor Sports and the MSA are pleased to reveal that Transport Scotland will launch a public consultation on developing new legislation facilitating closed-road motorsport.

New legislation empowering local authorities to suspend the Road Traffic Act for authorised motorsport events commenced last year in England and earlier this year in Wales, following a long campaign by the MSA and the wider motorsport community.

Now Transport Scotland has committed to setting up a stakeholder working group this summer to develop a public consultation on the future of closed-road motorsport in Scotland. The findings of the consultation will assist in the development of future regulations allowing motorsport to take place on closed roads. The news comes after SMS and the MSA enjoyed a positive meeting with Humza Yousaf MSP, Minister for Transport and the Islands.

David Richards CBE, MSA Chairman, said: "We remain absolutely committed to our long-standing goal of achieving closed-road motorsport across mainland Britain and we're pleased that Transport Scotland has started the journey towards new legislation. This would be a wonderful opportunity not only to revive famous events such as the Jim Clark and Mull Rallies but also to welcome new closed-road fixtures onto the Scottish motorsport calendar in years to come."

Tom Purves, SMS Chairman, said: "I am delighted that progress is being made to get Scotland up to speed with the other constituent parts of the United Kingdom in the benefits to be gained from closed roads and the contribution motorsport can make to the general economy."

FOR SALE

Fisher Alpha 1974 Single Seater



Beautifully constructed lightweight (under 400 kg) spaceframe car with many period Lotus components

Fresh Alpha Romeo wet sump twin cam mated to PDS rebuilt Hewland Mk8 via a bespoke alloy adapter plate.

High torque 2 litre engine installed and with a 1.6Ltr as a spare

Both engines have little running time and are good trouble free units.

The car has adjustable seating for tall/short driver

Fisher Spyder 1970 Sports Racing Car



Lightweight thin tube chassis with aircraft riveting Dural panels stiffen frame.

Sidewinder rare and low slung Mini engine and box.

Two engines, currently installed MRD 1380cc (140bhp + massive torque) with period Arden head.

Spare is a 1071 cc Cooper S Block with period Race crank, rods and pistons, all to take Arden from another engine

Highly successful car in period (All time lap record for 1100cc Ingliston) and many recent class wins and records.

Many Lotus components and recent new Gropa bodywork.

Beautiful Car

£42,000 each Car

Each car includes Spare parts & Engines

Or

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FOR SALE

6m x 3m Heavy Duty Light Weight Motorsport Gazebo.



- Includes sides and carry case on heavy duty castors.
- Extension height posts with fixing plate bases on all 4 Posts.
- The colour is blue with silver frame.
- Approx price new would be around £1300.
- You can put this up in seconds....
- All in like new condition (only put up twice!) apart from the zip on the carry case being broken. But it's an Easy fix.....

£600
ovno

CONTACT Ross Millar
Mobile : 07891 508357
Email : millerc@hotmail.co.uk

FOR SALE 2008 Ford KA S1400 Rally Car (LHD)

Built for 2017 with no expense spared. Just won the 1400 category on BTRDA Carlisle Stages by 41 seconds.
Also won 1400 on Rally North Wales earlier this year.

- **Bodyshell**

Dipped, lightened, seam welded and comprehensive Custom Cages T45 welded in cage by Steve Lancaster
Front and rear wheel arches tubbed to enable 15" wheels with gravel tyres
Mould taken of sills the full length and fibre glass protectors made, and coated with heavy duty PVC coating
Fibre glass bonnet with air scoop and raised area to accommodate throttle bodies
Plastic windows in tailgate, rear quarters and front doors (complete with sliders)
Wider track on front
Sill stands
Painted Ford Frozen White 7VTA outside and engine bay / gunmetal grey interior
Integrated fuel cell in centre of the car - holds ATL fuel cell

- **Fuel tank**

ATL 35 litre fuel cell mounted in fuel compartment within car

Twin fuel pumps, can switch between the 2 in case one fails on an event

- **Electrical**

Complete custom made loom by Gary Green (work of art)

Wired to take a lamp pod

Internal & external push button cut off

WRC style switch panel between the seats

Varley red top battery

Upated alternator

Heated screen and lightweight heater blower fitted

- **Extinguishers**

Lifeline lightweight electrical plumbed in extinguisher and handheld

- **Seats & belts in date**

- **Suspension**

Proflex 3 way adjustable, low friction, remote reservoir dampers throughout.

Rose jointed heavy duty top mounts

Heavy duty bushes throughout

Strengthened bottom arms and rear beam

Custom made ultra strong strut tops

- **Brakes**

Tilton floor mounted bias pedal box

AP Calipers front Alcon Calipers rear

Hydraulic handbrake with vertical lever, works well

- **Engine**

1400cc Zetec engine

proper cams, lightened flywheel etc.

147bhp on the rolling road, very torquey and driveable

engine Omex 600 management

Jenvey throttle bodies

Tony Law complete custom made exhaust system including 4-2-1 manifold

Stack Rev counter dash display - VDO fuel and temperature changes mounted on dash.

- **Transmission**

Quaife 5 speed sequential gearbox

Bespoke made strengthened (aerospace grade steel)

and uprated CV joints all new 2 events ago. I have

spares of these too.

Paddle clutch

Plate diff



- **Steering**

WRC style extended built steering column, Electric Power steering with dash mounted adjuster, adjustable to suit conditions or driver preference.

- **Misc**

PIAA electric horns

Carbon fibre door cards

Dished steering wheel

All MSA safety equipment e.g harness cutters, spill kit, mudflaps etc. Fitted

Aeroquip fuel/brake lines throughout

Spare wheel holder and quick lift jack

Flocked dash

Pitking tow straps front and rear

Lightweight heater blower as well as heated screen

Oil catch tank

Roof vent

Lightweight navigator footrest with horn button

Lightweight Washer bottle relocated inside car

Custom made quick lift jack mounted inside car with spare wheel holder

Comprehensive spares package. I have loads of panels, wheels, tyres etc.

- **Paperwork** is all correct, logbooked, MOT'd until 2019 and ready to rally tomorrow.

This is a wicked little car, and has to be seen to appreciate the time and thought that has gone into it. We focused on making the shell as strong as possible, so if you wanted to drop a 1600 or 2.0 Zetec engine into it you could do - the car would take it.

I'm not in a rush to sell so please no silly offers - if the right offer doesn't come up then I will continue using the car in the 1400s.

Please PM me for any more info. <https://www.facebook.com/tmeadows14/posts/584221598629741>

Only selling as I am young and I would like to try and get into a homologated car before the end of the year. If i could afford to keep this car too I would do! I have pictures throughout build if interested too.

**Offered at a fraction of the build cost.
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28th/29th September '18



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.

MAR 16th **JUN 12th** **AUG 16th** **SEP 23rd** **NOV 5th** **DEC 29th**
FRIDAY **TUESDAY** **THURSDAY** **SUNDAY** **MONDAY** **SATURDAY**

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400



Rhyl & District Motor Club

Frank Williams Memorial Stages

28th July

Rhyl & District Motor Club is returning to the Trawsfynydd Ranges for a second year to run a single venue National 'B' Stage Rally. The event will provide 12 tarmac stages in three loops of 4 stages.

We are indebted to **GRH Food Company**, **Pwllheli** and **North Wales Honda**, **Llandudno** for sponsoring the event.

Venue : The Ranges Motorsport Centre, Trawsfynydd

Date : Sunday 22 July 2018

Rounds of

ANWCC Stage Rally Championship

ANWCC North Wales Stage Rally Championship

ANWCC All-rounders Championship

ANWCC Ladies Championship

Glynne Edwards Memorial Championship

Event Regulations and online entry can be found at:-

<http://rhyldmc.co.uk/frank-williams-memorial-stages.html>

Marshals Required !!!

As ever the event needs many MSA accredited marshals and non-accredited marshals who will be buddied with experienced marshals.

If you are interested the club would be grateful to hear from you.

Chief Marshal for the event is:-

Keith Gush

Home: 01352 720 676

Mobile: 07811 487 763

email: keithgush@yahoo.co.uk

The Footman James

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To get this £10.00 advance-only offer, follow the standard online ticket booking process, then enter the code clubs18 when prompted at the last step of the payment page. This will reduce your total cost accordingly before payment. By phone, tell your operator you want a discount code and quote code clubs18 to receive your discount. This is a limited offer and will expire on 10th June 2018. This offer is restricted to members of our participating clubs. The organisers reserve the right to withdraw any offer at any time should there be a shortage of other cars. Clubs to book members cost per mile from a 100 miles. Please book members depending on your presence. All bookings are subject to parking.

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Duncan Littler

SpeedSports (Wales) Photography

2 Pendref, Dwyran,

Anglesey,

Gwynedd. LL61 6YL

Tel: 01248 430015,

Mob: 07740 179619

e-mail: dunclitz@hotmail.com

LIVERPOOL MC

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

SINGLE SEATER TRACK DAYS



Anglesey Circuit Introduce Single Seater Track Days

Whether you have a car you want to try, one that needs the dust blown off after resting in your garage or you simply want to shake the car down we very much look forward to welcoming you to our Single Seater Track Days!

FEB 18th

SUNDAY

MAR 23rd

FRIDAY

MAY 4th

FRIDAY

JUN 15th

FRIDAY

AUG 20th

MONDAY *

SEP 22nd

SATURDAY *

*TBC

£185.00 PER CAR, INCLUSIVE OF ONE ADDITIONAL DRIVER & GARAGE HIRE



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Tyneside Stages Rally

sponsored by Glendinnings Of Prudhoe

Otterburn Ranges

Sunday 5th August 2018.

WANTED

Marshals of all disciplines

(Radio, Timing, in stage etc).

Sign on approximately 6.30am

Contacts

For timing, in stage marshals please contact
Nev Simmons

Email: neville.simmons@live.co.uk Tel: 07889
141828 (please no calls after 9pm)

or Martin O'Hanlon email: fme655@hotmail.com on
07860 771116 (please no calls after 9pm)

For radio marshals please contact Lindsay Bur-
nipp email: poshbirdincontrol@btinternet.com Tel:
07727 098450 (please no calls after 9pm)

If you have any queries do not hesitate to contact
the Event Chief Marshals Neville Simmons or Marty
O'Hanlon as details above.



North Humberside Motor Club Ltd

Caves Classic Run 2018

Sunday 15th July



Start : Drewton's South Cave

Midway Halt : William's Den

Finish : North Cave Village Show

DREWTON'S
ON THE DREWTON ESTATE



Route approx. 90 miles by Tulip diagram and mileage

Drewton's provide everything from a cup
of coffee to a Full English Breakfast.

Refreshments and toilet facilities
available at the halfway halt.

North Cave Village Show has barbecues,
teas, coffee, cakes and a fully licenced
bar.



Full flags and entry form will be available on the
club website

www.northhumbersidemotorclub.co.uk



Entries Secretary and Secretary of the
Meeting :

Ian Sadofsky : iansadofsky@gmail.com



TOUR of CHESHIRE

New Date

Saturday the 29th of September

I am delighted to announce that we have been able to secure a replacement date for the 2018 running of the Tour of Cheshire - Saturday, 29th September.

At the end of March there will be an update on entry transfers and the re-opening of the entry list to provide the opportunity for additional competitors to join the event.

Regards

Mike Harrison - Clerk of the Course



www.knutfordmotorclub.co.uk

Liverpool Motor Club Supplementary Regs

for the 3 popular Aintree Sprints and 2 Barbon Hillclimbs are all now available at www.liverpoolmotorclub.com

Our on-line booking service is also up and running for all these events, but don't delay as entries are pouring in already!

Aintree Sprint:

1st September

Barbon Hillclimb:

7th July

The qualifying events in the 2018 LMC Speed Championship are all now confirmed. Competitors have a great choice from 24 rounds at 7 of the most popular sprint & hillclimb venues in the North, North Midlands and North Wales.

If you are contending the SD34, ANWCC or LMC Championships, you stand a good chance in the others too, as many of the qualifying events are shared by all 3 championships. Lots more information at

www.speedchampionship.com



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Phil James

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phil@pro-rally.co.uk

[@ProRallyPhoto](https://twitter.com/ProRallyPhoto)



www.pro-rally.co.uk

Warrington & DMC

JRT Enville Stages

Ty Croes, Anglesey

1st July 2018

The JRT Enville Stages Rally organisation is well under-way to run the highly popular event at Anglesey Circuit on Sunday July 1st. This year we are planning 10 stages and almost 50 stage miles on top quality tarmac.

A no nonsense event with slick stage turn round times. We will be offering scrutineering on Saturday evening, with free overnight camping, but with an optional pre-booked session on Sunday morning for those that do not plan to stay overnight – this will be limited to 6 places on a first come first serve basis. There are also garages available to hire for the duration of the event.

With our experienced team, the event should run smoothly with and all in all for a good days motorsport at the coast.

On-Line Entry at

<https://www.rallies.info/webentry/2018/jrtenville/>



Nic Ayres Memorial Autotest

SUNDAY 8 JULY 2018



At Sherburn Proving Ground, east of Leeds.

The event is a round of the 2018 **Link-Up Ltd MSA** British Autotest Championship, the 2018 **demon tweeks Direct BTRDA®** Autotest Championship, the BTRDA® Allrounders Championship 2018 (supported by **REIS**), and the Association of North Western Car Clubs Championship 2018.

Regs available from the Entries Secretary

to whom all entries must be sent :-

Robert Cook, 17 Woodhall Close,
Calverley, Pudsey, LS28 7TX

Email: robert.cook17@outlook.com

Tel: 0113 257 6092

Regs also available on the **ANCC Website**

Lancashire AC Calendar of Events



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

Isn't it weird how when a cop car's behind you, you feel paranoid instead of protected.

Life is like a toilet roll..... The closer you get to the end, the quicker it goes!

If Bill Gates had a penny for every time I had to reboot my computer ...oh wait, he does.

If procrastination was an Olympic sport, I'd compete in it tomorrow.

MSA British Hillclimb Championship is coming to the North West

The 2018 MSA British Hillclimb Championship (with Avon Tyres and Wynn Developments) is coming to Barbon Manor on 7th July and we are looking for marshals to help keep an eye on proceedings.

The event is a qualifying round of several national and regional championships too (including SD34) and we already have over 70 competitors taking part at this spectacular and challenging venue.

Can you help? Previous experience isn't essential, nor are orange overalls. Volunteers new to speed hillclimbs will be stationed with one of our experienced marshals, so you'll be in good hands.

Signing-on is between 7.30 and 8.45am with a marshals briefing at around 8.45. First cars on track at around 9.30 and the action continues right through unto about 5pm, with a minimum break of 45 minutes for lunch, guaranteed. There's lots more information about Barbon and the event at www.barbonhillclimb.co.uk

If you would like to help, or need further information, please contact our chief marshal, Bill Gray on 0773 889 2401 or by email to LMC-marshals@liverpoolmotorclub.com

See you there?

The Barbon Hillclimb Team, Kirkby Lonsdale Motor Club & Liverpool Motor Club

BEATSON'S MR MULL RALLY BUILDING SUPPLIES

Firstly, thank you to all the supporters of the Beatson's Building Supplies Mull Rally for your patience over the months since last year's successful Targa Rally and Time Trial. We haven't just been sitting on our bottoms in that period, lots of work has been taking place in the background. As you can imagine much of these discussions are not the most exciting thing to be talking about; permits, insurances, Road Traffic Act for example and are not really the type of things to be sharing openly whilst discussions are still on going.

We can now confirm that we are in discussions with Saltire Car Club about running another Targa Rally. This would be planned for the weekend of 13 – 14 October 2018. Plans are in their infancy for the Targa as well as the hopes to run a Time Trial. More details will come out over the next month or two.

So, what about the rally? As you may have seen from the release earlier from the MSA, the Scottish Government is starting the consultation process with the objective to secure closed road legislation for the whole country. There is a lot of work to be done to secure this and it is not the work of a moment. But maybe, just maybe we may have special stages around the perimeter roads of the Isle of Mull in the near future.

A guy fell asleep on the beach for several hours and got a horrible sunburn, specifically to his upper legs.

He went to the hospital and was promptly admitted after being diagnosed with second-degree burns.

With his skin already starting to blister, and the severe pain he was in, the doctor prescribed continuous intravenous feeding with saline, electrolytes, a sedative, and a Viagra pill every four hours.

The nurse, who was rather astounded, asked, 'What good will Viagra do for him, Doctor'?

The doctor replied, 'It won't do anything for his condition, but it'll keep the sheets off his legs.

Preston & District Vintage Car Club

Bleasdale Bash

Tuesday 21st August

A 40 mile Navigational Run around the Lancashire Fells, North of Preston. Straight-forward route instructions, glorious driving roads, magnificent scenery.

What better way to spend a summer's evening

Start/Finish - a pub just north of Preston (tbc)

Entry Fee - £20 - £25 /car to include supper for a crew of two (tbc)
Classes for : Vintage (pre war), Classics (up to 40yrs old) Modern Cars
O/S Map - Landranger 102 (Preston & Blackpool)

Run on MSA Taster Permit

Signing on & Novice Instruction from 18:30 First Car Away 19:00

Further Details & Entry forms

Martin Jelley

01704 507663

m.jelley145@btinternet.com

St Wilfrids Classic Rally

12th August 2018

Promoted by

Ripon Motor Sport Club



Marshals needed

ST WILFRIDS CLASSIC RALLY
SUNDAY 12TH AUGUST 2018

Welcome to the 2018 St Wilfrids Classic Rally. As in previous years the event will be a scoring round of the HRCR Clubman's Road Rally Championship.

The event will once again be starting on Ripon Market Place.

The route of approximately 150 miles will comprise of several special tests on mixed surfaces linked with regularity and transport sections. This year the event will be on Maps 99 & 100.

In order to run a successful event, we need a large number of marshals! Experience is not essential and everyone will be made welcome. So if you are free on the day, please come along and marshal!

All offers of help should be sent to our Chief Marshal,

David Wainwright on 01765 640546 or 07851976273 or by email at stwilfscm@riponmotorsportclub.co.uk or

Deputy Chief Marshal, Yvonne Wainwright on 01765 640546 or 07851313055

For any other enquiries, please contact the Clerk of the Course, Sam Wainwright on 01845 400234 or by stwilfscoc@riponmotorsportclub.co.uk .

MARSHALS NEEDED

SUNDAY 22ND JULY 2018

SCAMMONDEN DAM

HILLCLIMB

Sign on 8.30 onwards event finishes approx. 5pm

catering facilities available

CONTACT

John Macarthur

j_macarthur@sky.com

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Marshal Race Flags for sale. With or without Poles.

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Black

Green

Orange

Pink

£5. 50p each.

Chequered Flag

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£7.00 each

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Add £1. 50p . For each pole if req.

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Postage can also be arranged at very Competitive Prices

07702101960

Acknowledgements

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

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

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

A Special mention of gratitude to
**ALL THOSE CLUBS AND PEOPLE
WHO DO SEND IN REPORTS,
Jokes, Photographs, Information, reports etc**

Terry Martin,	Steve Entwistle,
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Neil Raven	Tony Vart
Tommi Meadows	Matt Broadbent
Bob Hargreaves	Tony North
Songasport	Sam Spencer
Ed Graham	Sam Collis
Niall Frost	Simon Frost
John Harden (LiMC)	Matt Hewlett
Gareth Shepherd	Gareth Lloyd
Chris Lee	Adrian Lloyd
Lorraine Nixon	Dave Thomas

Phil James of Pro-Rally,
Sue Carter of Carter Sport

Dave Williams & Rachel Bourne (NW Racers)
Bill Wilmer & The Gemini Communications Team
Keith Lamb (Gemini 9) Ian Davies (Gemini 23)
Peter Langtree (Gemini 48) Tony Jones (Gemini 58)
Bryan Flint (Gemini32) Derek Bedson (Gemini 21)
Adrian Spencer (Adgespeed) Phil Andrews
Tom Irvin Photography Brian Gibson
Paul Gilligan 'Inside the Industry'

Paul Commons : Paul Commons Motor Sport
Duncan Littler Speed Sports Photography
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 18th July 2018

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

ANCC

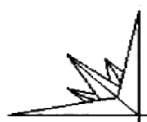


Monday 17th September

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 August 6th

8.00pm

The Windmill

Just off M6 Junc 19

Chester Rd.,

Knutsford, WA16 0HW

<http://anwcc.co.uk/>

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 August edition is**

Sunday the 29th of July
which is due out on

Tuesday the 31st July

But might well be a couple of days late

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