

August 2018 spotlight



Matthew Robinson / Sam Collis : Ripon MC

Photo Courtesy of Matt Hewlett



GREYSTOKE STAGES RALLY

Sponsored by **Legendfires**

www.sd34msg.org.uk

Volume 9 : Issue 8 : August 2018 : Maurice Ellison

Chairman's Chat

Just one event last month for me, the Greystoke Stages, and as you will read within this issue of 'spotlight' the major issue was the slow clearing clouds of dust and like everyone else my car went home a nice beige colour outside and in !! While it was may be better than rain and thick mud it resulted in the loss of a stage as we had to extend to start intervals to 1min 30sec which seemed an age when sat on the start line. Still a great event.

I have just read parts of the latest MSA Extra magazine including the headline with Dave Richards praising the marshals on the British GP and while they undoubtedly did a great job there are thousands of other marshals (there are now nearly 10,000 of us) who 'run' events throughout the year. I suspect there will be another offer of praise for the marshals on the WRGB but should he be highlighting just one or two events ?

They might as well give Hamilton the 2018 Championship trophy now and save a lot of manufacturers money as the Stewards are determined he will win it. They are obviously anti-Ferrari having penalised Vettel (Circuit Paul Ricard) and Raikkonen (Silverstone) and yet when Hamilton blatantly broke the rules at Hockenheim he gets a telling off but he's allowed to keep the win. And I'm sorry Mr Richards but Hamilton is not a hero (same Extra article about a heroic drive). He is an arrogant chap very lucky to be paid grossly indecent money to drive a fast car around race tracks. Heroes are the volunteers in the RNLI saving lives at sea or medivac crews saving injured personnel in war zones like Afghanistan. Get things into perspective.

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

Contents

Front Cover : Greystoke Stages

Pg. 2	Contents
Pg. 3	July Meeting Highlights
Pg. 4	Member Club Contacts
Pg. 5	2018 Inter-Club League
Pg. 6	2018 SD34MSG Championships
Pg. 7	2018 SD34MSG Championships
Pg. 8	Under 18 Championship Registration
Pg. 9	2018 Championship Registration
Pg. 10	2018 SD34MSG Calendar
Pg. 11	2018 Championship Rounds
Pg. 12	Around the Clubs : Clitheroe & DMC
Pg. 13	Around the Clubs : Clitheroe & DMC
Pg. 14	Around the Clubs : More SD34MSG Clubs
Pg. 15	Enville Stages Rally
Pg. 16	Midnight Sun Rally
Pg. 17	Midnight Sun Rally
Pg. 18	Midnight Sun Rally
Pg. 19	Keith Frecker Stages
Pg. 20	Greystoke Stages
Pg. 21	Greystoke Stages
Pg. 22	Greystoke Stages
Pg. 23	Greystoke Stages
Pg. 24	Ystwyth Targa
Pg. 25	Ystwyth Targa
Pg. 26	Nicky Grist Stages
Pg. 27	Nicky Grist Stages
Pg. 28	Nicky Grist Stages
Pg. 29	Carryduff Down Rally
Pg. 30	Carryduff Down Rally
Pg. 31	Carryduff Down Rally
Pg. 32	Beaver Rally
Pg. 33	Beaver Rally
Pg. 34	Beaver Rally
Pg. 35	Welsh Hill Rally
Pg. 36	Rallycross : Pembrey
Pg. 37	Gemini Motorsport Team
Pg. 38	Radio Mutterings : JRT Enville Stages
Pg. 39	Radio Mutterings : JRT Enville Stages
Pg. 40	Radio Mutterings : Greystoke Stages

Pg. 41	Rally Legends
Pg. 42	Grass Roots Motorsport : Hooked
Pg. 43	Grass Roots Motorsport : PCAs & PCTs
Pg. 44	A&PMMC Annual Awards
Pg. 45	Barbon Hillclimb
Pg. 46	Barbon Hillclimb
Pg. 47	Barbon Hillclimb
Pg. 48	Aintree Sprint
Pg. 49	Aintree Sprint
Pg. 50	Aintree Sprint
Pg. 51	Grumpy Old Git
Pg. 52	Grumpy Old Git
Pg. 53	Inside the Industry
Pg. 54	Inside the Industry
Pg. 55	Northern Dales Classic & Targa
Pg. 56	Northern Dales Classic & Targa
Pg. 57	Northern Dales Classic & Targa
Pg. 58	Le Mans Classic
Pg. 59	Le Mans Classic
Pg. 60	Le Mans Classic
Pg. 61	NESCRO
Pg. 62	Devilish Return
Pg. 63	Coast to Coast
Pg. 64	Faster than his Dad
Pg. 65	Faster than his Dad
Pg. 66	MSA News
Pg. 67	MSA News
Pg. 68	Training Dates
Pg. 69	ANWCC 2018 Calendar
Pg. 70	ANWCC 2018 Championship Registration
Pg. 71	ANWCC 2018 Championship Registration
Pg. 72	ANWCC 2018 Championship Positions
Pg. 73	ANWCC 2018 Championship Positions
Pg. 74	ANWCC 2018 Championship Positions
Pg. 75	Sporting Bears 'Dream Rides for Kids'
Pg. 76	Odds, Sods & Bodkins & Events
Pg. 77	Odds, Sods & Bodkins & Events
Pg. 78	Odds, Sods & Bodkins & Events
Pg. 79	Odds, Sods & Bodkins & Events
Pg. 80	Odds, Sods & Bodkins & Events
Pg. 81	Odds, Sods & Bodkins & Events
Pg. 82	Odds, Sods & Bodkins & Events
Pg. 83	Odds, Sods & Bodkins & Events
Pg. 84	And at long, long last : Meeting Dates



MOTOR SPORT GROUP

Contacts

President U18 Championship Marshals Compiler C.P.O.	: Alan Shaw shawalan555@gmail.com 01282-602195
Chairman Secretary	: Les Fragle les.fragle@gmail.com 01995-672230
Vice Chairman Radios	: Bill Wilmer Approved MSA Radio Co-ordinator Gemini Communications 07973-830705 w.wilmer@btinternet.com
Treasurer Road Rally Website	: Steve Butler steven.butler9@btinternet.com www.sd34msg.org
Lancashire RLO MSA Rallies Committee Chairman ANCC	: Chris Woodcock pdschris@aol.com 01254-681350
Sprint /Hillclimb	: Steve Price sp.sales739@aol.com
League Compiler Individual Compiler	: Steve Lewis slewisbb1@gmail.com
None Race/Rally	: Tracy Smith tracey.amscc@hotmail.com
Stage Rally	: Ian Bruce ibroadrally@gmail.com
Registrations	: Margaret Duckworth margaret.duckworth42@btinternet.com 01772-700823
Newsletter	: Maurice Ellison sd34news@gmail.com 07788-723721 01524-735488
North West RDO	: Steve Johnson northwest@gomotorsport.net 07718 051 882
Yorkshire RDO	: Heidi Woodcock h.woodcock@me.com 01254-681350

SD34MSG

July Meeting Highlights

18th July 2018

- More championship registration fees were received.
- There were no date changes to the championship calendar.
- The Mull Rally will not be running but as last year there will be a Targa Rally and Gravel Time Trial over the weekend.
- There were no serious PR issues to report.
- The latest positions in the SD34 MSG Championships were read out and the details are covered within the rest of 'spotlight'.
- The last ANCC quarterly meeting was held on the 25th June but there was little to report other than notes from a recent Regional Meeting;
 - If any clubs have any economic data from events it would be welcomed by the MSA to encourage councils to support the use of closed roads.
 - There are now nearly 10,000 registered marshals, a better situation than was envisaged, but please encourage more to register. Note if anyone wants to marshal abroad they will need a letter confirming their accreditation which can be obtained from the MSA or on the Volunteer in Motorsport website.
 - Licensing is to be introduced for Clerks of the Course of Road and Targa Rallies. Also licensing of deputy/assistant C of C's is being considered.
 - The new CEO, Dave Richards, is very 'grass roots' oriented and is happy to take questions from club members in order to improve relations with the MSA.
- The next quarterly meeting of ANWCC will be held on Monday 6th August.
- As a Recognised Group we can't include Targa Rallies in a championship as they are not Nat B status. This issue is to be raised with the MSA in the same way as for PCA's.
- Only 2 stages of the WRGB have spaces for C System Radio Operators but there is a shortage of marshals across all stages. If anyone wants to get involved please contact Bill Wilmer (Radio) or Mark Wilkinson (Marshals).
- Guides for risk assessments and incident plans for autotests/autosolos have been produced, contact Steve Johnson for copies.
- If any clubs are planning multi-venue stage rallies next year please let Chris Woodcock or Mark Wilkinson know.
- Warrington & DMC will have a stand at the Gold Cup at Oulton Park on 26th and 27th August. All vehicles are welcome but entrants must supply their car registration numbers so they will get in.
- The next bi-monthly meeting will be on 19th September at The Poachers, Bamber Bridge.

SD34MSG

Member Clubs & Contact Details

Accrington MSC

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

Airedale & Pennine MCC

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

Blackpool South Shore MC

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

Bolton-le-Moors MC

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

Boundless by CSMA (NW)

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

Clitheroe & DMC

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

Garstang & Preston MC

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

High Moor MC

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

Hexham & DMC

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

Knowldale CC

Contact : Stephen Broadbent
Email :
Tel. :
Website : www.knowldale.co.uk

Lightning MSC

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

Lancashire A.C.

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

Longton & DMC

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

Liverpool MC

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

Manx AS

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

Matlock MC

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

Mull CC

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

Pendle & DMC

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

Preston MC

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

U17MC-NW

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

Stockport061MC

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

Wallasey MC

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

Warrington & DMC

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

Wigan & DMC

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

2300 Club

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



2018 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	959	1	1
Bolton-le-Moors CC	787	2	2
U17MC-NW	692	3	3
Liverpool MC	529	4	4
Preston MC	427	5	6
Warrington & DMC	302	6	7
Wigan & DMC	272	7	9
Garstang & Preston MC	205	8	11

Division B		Position	
Club	Points	Div	O/A
Accrington MSC	301	1	8
Airedale & Pennine MCC	244	2	10
Blackpool South Shore MC	173	3	12
Matlock MC	159	4	13
Pendle & DMC	147	5	14
Stockport061 MC	98	6	16
Wallasey MC	94	7	17
Manx AS	71	8	18

Division C		Position	
Club	Points	Div	O/A
Longton & DMC	442	1	5
Lancashire A.C.	101	2	15
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 July 2018



Comprising the following 10 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Garstang & Preston MC
www.gpmc.co.uk

Website : www.nwstages.co.uk

Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING in 'SPOTLIGHT'

Readership in Excess of 10,000

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

Sent to all **25 member clubs** and then

forwarded to club members + another 7000+ on
the distribution list (25 X 100 + 7000 = 10,000+ readers)

And now sent to all ANWCC clubs (114)

All advertising revenue helps to fund SD34MSG

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

Steve Johnson

07718 051 882 steve.amscc@gmail.com

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

Maurice Ellison 07788-723721 sd34news@gmail.com

WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Andrew Morris	C	158	Clitheroe	Y
2	Calvin Woods	A	106	WiDMC	Y
3	James Swallow	D	79	BLMCC	Y
4	Brandon Smith	D	53	Clitheroe	
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	
1	Chloe Thomas	C	158	Clitheroe	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	Clitheroe	
= 6	Louis Baines		27	PMC	
= 6	Matt Broadbent		27	Clitheroe	
= 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	Clitheroe	
= 11	Karen Whittham		26	G&PMC	

Results following Round 9

JRT Enville Stages

Warrington & DMC

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	Matt Flynn	E	79	Clitheroe	6
2	Stephen Holmes	N	61	Clitheroe	6
3	Chris Hewlett	N	45	Clitheroe	5
= 4	Dan Sedgwick	E	43	Clitheroe	4
= 4	Kris Coombes	E	43	PMC	4
6	Tony Harrison	E	39	Clitheroe	4
7	Ian Swallow	N	38	BLMCC	5
= 8	Steve Flynn	S/E	32	Clitheroe	3
= 8	Dan Fox	N	32	Clitheroe	2
10	Mark Dixon	S/E	29	Clitheroe	4
11	Mark Standen	E	27	G&PMC	1
12	Mark Johnson	E	25	Clitheroe	3
13	Jem Dale	E	22	G&PMC	1
= 14	Dominic McTear	E	20	Clitheroe	2
= 14	Charles Andrews	N	20	PMC	1
16	Paul Pendleton	N	18	Clitheroe	2
17	Pete Sharples	N	17	PMC	1
18	James Taylor	E	16	Clitheroe	2
19	Phil Shaw	N	9	Clitheroe	1
20	Andy Williams	N	4	U17MC	1
21	Russell Starkie	N	3	Clitheroe	1

O/A	Navigator	Class	Pts	Club	Rds
1	Rob Jones	E	69	Clitheroe	6
2	Ben Holmes	N	42	Clitheroe	5
= 3	Grace Pedley	N	41	Clitheroe	6
= 3	Sam Ambler	E	41	Clitheroe	4
= 5	Louis Baines	E	39	PMC	4
= 5	Matt Hewlett	N	37	Clitheroe	6
= 7	Matt Broadbent	E	25	Clitheroe	3
= 7	Leah Brown	N	25	Clitheroe	3
9	Stephen Butler	E	23	Clitheroe	3
= 10	Paul Taylor	E	21	Clitheroe	2
= 10	James Swallow	N	21	BLMCC	4
12	Ian Graham	E	20	Clitheroe	3
13	Jonathon Webb	E	16	Hexham	2
= 14	James Chaplin	E	12	G&PMC	1
= 14	Harris Holgate	N	12	Clitheroe	2
16	Elliott Shaw	N	11	Clitheroe	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 R7

Beaver Rally 21/22nd July

Individual Championship

O/A	Competitor	pts	Q	Club
1	Andy Williams	98	Y	U17MC
2	Nigel Fox	95	Y	Clitheroe
3	Steve Johnson	88	Y	U17MC
4	Stephen Holmes	87	Y	Clitheroe
5	Rob Jones	77	Y	Clitheroe
6	Ben Holmes	66	Y	Clitheroe
7	Louis Baines	61	Y	PMC
8	Lauren Crook	57	Y	U17MC
9	Kris Coombes	52	Y	PMC
10	Lauren Hewett	44	Y	Wigan
= 11	Tony Harrison	40	Y	Clitheroe
= 11	Steve Smith	40	Y	Accrington
13	Steve Butler	39	Y	Clitheroe
14	Peter Sharples	29	Y	PMC
15	Sam Coombes	24	Y	PMC
16	Charles Andrews	23	Y	PMC
17	Dan Sedgwick	21	Y	Clitheroe
18	Sam Ambler	19	Y	Clitheroe
19	Steve Price	9	Y	Clitheroe
20	Elliott Shaw	7	Y	Clitheroe

Not Qualified

James Williams	82	U17MC
Jamie Foster	77	U17MC
Jon Wadsworth	65	LAC
Scott McMahon	64	U17MC
Rob Holt	59	Liverpool
Andrew Morris	59	Clitheroe
Chloe Thomas	59	Clitheroe

Last Updated 31st July



MOTOR SPORT GROUP

Non Race/Rally Championship

O/A		Class	Score	Club
1	Steve Johnson		89.29	U17MC
2	Jamie Foster	B	84.47	U17MC
3	Warren Nichols	A	83.36	BLMCC
4	Andy Williams	A	83.05	U17MC
5	James Williams		80.94	U17MC
6	Scott McMahon	A	79.49	U17MC
7	Chris McMahon	A	79.22	U17MC
8	Lauren Crook	C	77.82	U17MC
9	Jason Crook	E	77.20	U17MC
10	Phil Clegg	E	59.71	AMSC
11	Dave Graves	B	57.65	Bolton
12	Stephen Holmes	A	42.26	Clitheroe
13	Steve Smith	A	33.41	Accrington
14	Ben Holmes	A	31.12	Clitheroe
15	Louis Baines	E	20.11	PMC
16	Kris Coombes	E	19.99	PMC
17	Steve Price	A/E	18.81	Clitheroe
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 18
U 17MC M65 J4 (22nd July)

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	Clitheroe

Following Nelson & Colne Auto SOLO

Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	Nigel Fox	84.46	2	Clitheroe
2	Rob Holt	80.14	3	Liverpool
3	R.Thorpe	61.22	1b	Longton
4	David Goodlad	50.63	S	Bolton
5	J. Wadsworth	50.48	S	Lancs AC
6	Nigel Trundle	39.97	1b	G&PMC
7	J. Pinder	39.92	1b	A&PMMC
8	Steve Price	38.35	1a/b	Clitheroe
9	J.Early	38.27	1b	Longton
10	W.Campion	38.26	1c	Liverpool
11	D. Welton	37.35	3	Longton
12	C. Duncalf	29.34	3	Liverpool
13	S. Norton	28.42	3	Longton
14	J.Wright	20.47	2	Pendle
15	R. Hargreaves	10.00	3	Pendle
16	S. Nicholson	9.80	2	Pendle
17	David Robinson	9.75	S	U17MC

Last updated 25th July

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Maurice Ellison	207	Clitheroe	Y
2	Amanda Baron	87	AMSC	Y
= 3	John Harden	57	Liverpool	Y
= 3	Robert O'Brian	57	Warrington	Y
= 3	William O'Brian	57	Warrington	Y
= 3	Tracey Smith	57	AMSC	Y
= 3	Sean Robertson	57	Liverpool	Y
= 3	David Hunt	57	Liverpool	Y
9	Geoff Main	50	Liverpool	Y
10	Barry Wilkinson	44	Pendle	Y
= 11	Colin Baines	40	PMC	Y
= 11	Danny Cookson	40	PMC	Y
= 11	Kris Coombes	40	PMC	Y
= 11	Sam Coombes	40	PMC	Y
= 11	Jamie Elwell	40	PMC	Y
= 11	Terry May	40	PMC	Y
= 11	Dave Barratt	40	Accrington	Y
= 18	Steve Smith	37	AMSC	Y
= 18	Les Fragle	37	G&PMC	Y
= 20	Alan Shaw	30	Pendle	Y
= 20	Kim Coombes	30	PMC	Y
= 20	George Postlethwaite	30	PMC	Y
= 20	Joe Ring	30	PMC	Y
= 20	Louis Baines	30	PMC	Y
= 20	Lee Birkenhead	30	PMC	Y
= 20	Robert Grimshaw	30	PMC	Y
= 20	Peter Sharples	30	PMC	Y
= 20	Craig Shooter	30	PMC	Y
= 20	Steve Lewis	30	Clitheroe	Y
30	Alexander Baron	27	AMSC	Y
= 31	Chris Hewlett	20	Clitheroe	Y
= 31	Phil Shaw	20	Clitheroe	Y
= 31	Amanda Anderson	20	U17MC	Y
= 31	Paul Flynn	20	Clitheroe	Y
= 31	Jez Turner	20	Clitheroe	Y
= 31	Ian Farnworth	20	G&PMC	Y
= 31	Rod Brereton	20	Pendle	Y
= 31	Peter Schofield	20	Pendle	Y
= 31	Peter Wright	20	Pendle	Y
= 31	Peter Schofield	20	Pendle	Y
= 31	Ian Mills	20	Pendle	Y
= 31	Peter Wilkinson	20	Pendle	Y
= 31	Grant Smith	20	PMC	Y
= 31	Ben Coombes	20	PMC	Y

119 Marshals have Claimed points
42 marshals have Qualified

Last updated 20th July

2018 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

Please tick this box if you are under 18.

☐

If ticked then parent/
Guardians section must
be completed

NAME
ADDRESS
..... P'CODE

TEL. NO Home..... Mobile

E-MAIL ADDRESS

SD34 NOMINATED CLUB (one club only)

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

SIGNATURE DATE

Parent/Guardian Information Name

Parent Signature DATE

(If different to above) Address

Post Code e-mail

Tel No Home Mobile

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

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

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

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

CLASSES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Racing Cars conforming to Section S15

Sprint/ Hillclimb

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
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
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
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
18 Aug	Fire	Darwen Services
1 Dec	First on Scene	Darwen Services

SD34MSG Road Rally Championship 2018

Date	Event	Organising Club
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
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.
Accounts and Book-keeping services for Small Businesses.
We specialise in

- Self Assessment,
- CIS
- VAT Returns.

We also cater for SMALLER Limited Companies.
Workplace or Home/Evening visits can be arranged.

We will offer you the following :

- Regular contact and advice
- Assistance for Self Employed
- Simple accounting practices
- Friendly service and assistance

Serving Greater Manchester and areas of Lancashire and Cheshire.

Registered Office :

33 Acresfield Road, Middleton, Manchester. M24 2WT.

Office Tel No : 01706 - 620 - 896

E-Mail : gazzard.accts@btinternet.com

Clitheroe & District Motor Club



Clubnights & More at CDMC in July

Tuesday 17th July
Nigel Fox

'What's On' at CDMC

August 2018

Tuesday 7th August

Grass Autotest

Keasden Cross Roads
& then follow the Arrows
From 6:30 pm onwards

Tuesday 14th August
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 28th August
Tony Vart
Rally of the Midnight Sun

Tuesday 4th September
Andy Dawson



Andy started road rallying in Imps, became a works driver in a Clan Crusader, taking it to 2nd O/A on the Manx International, moved on to Avengers, giving it its first International win, also taking wins with Alfas Datsuns and a Lancia Stratos before moving onto Ford developing the MK2 Escort RS.
That's just a taster of the things Andy has done.
This will be a top night,

Tuesday 3rd July
Winstanley Garage BBQ



Englands continued run in World Cup football meant that there were fewer members at the BBQ than usual



An excellent and informative evening as our most active and probably most successful current member paid a visit to Waddington. For those steeped in rallying it made a nice change to hear all about Nigel Fox's hillclimb and sprinting exploits in his rapid Lotus 7 based creation with which he is currently collecting silverware at events all over the North of England and the Midlands (he is doing 30 plus events per season!!).

The road going Seven is relatively simple but at its heart has a 250bhp Raceline built Zetec motor on Jenvey TB's controlled by an Emerald ECU (they also mapped it - who remembers Dave Walkers Workshop articles in the much missed CCC magazine..?) but still wet sumped...with an all up weight of 460kgs its fair to say it is fairly rapid!! The power is transmitted to the road via standard'ish Ford parts bin gearbox and diff plus soft trackday type Avons... Nigel claims that he doesn't change much from venue to venue although credits his current pace to his relatively new Quantum dampers/springs...a very setup soft compared to his previous shocker/spring combos but they have transformed the car and gained him, he believes in the order of a couple of seconds per sixty! Now Nigel did let slip that, although starting this project and competing in this discipline since 2005, he had done a few road rallies in the seventies and indeed was then a CDMC member...plus he has just bought a Van Diemen RF79 formula ford car and intends to try his hand at circuit racing so I feel another evening coming on in order to tell us about both adventures..old and new.

Nigel extolled the virtues of the relative safety of his discipline and that whilst he doesn't have too many offs the one he does remember vividly is coming down the hill towards the finishing line at the fearsome Olivers Mount circuit and getting slightly out of shape at circa 100mph whilst removing many yards of fencing but coming to a halt with a fence stake nestling neatly through the cockpit...but luckily it had missed all his vital organs!! :-). A very interesting night indeed with Maurice on the laptop controls for the accompanying slideshow and Barbon in-car- thanks for attending Nigel and see you no doubt at the awards night....

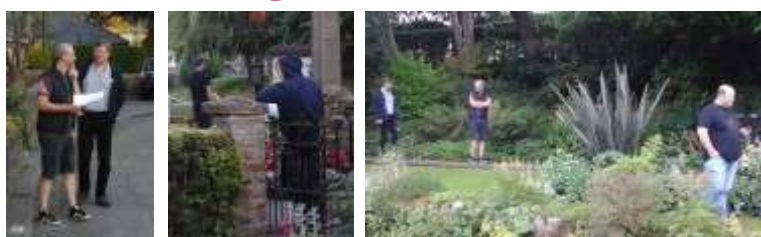
Clubnights & More at CDMC in July

Saturday 21st July Beer Rally/ Targa - thingy

Report on Page 22



Tuesday 24th July Walking Treasure Hunt



Tuesday 31st July Jon Aston

Having met John briefly on this year's Manx National I knew he was a very experienced official/marshal but what I hadn't realised was just what he has achieved on what must be the ultimate rallying test of man and machine (plus wallet!).

John has taken part in 6 Dakar events (3 on the African continent and 3 in South America), starting off as a mechanic for bike crews, progressing through to Trucks and on finally in 2013 to a Toyota Hilux based pickup as co-driver/navigator in which finished an outstanding 11th overall.

The overriding impression John gave in his outstanding presentation was the sheer scale of this event - the endurance involved in pushing oneself, both as an individual and team, to complete circa 10,000kms in fifteen days over the most difficult terrain on earth...for instance after a partial roll left the vehicle on its side in soft sand John and his driver spent over 7 hours digging themselves upright and back into the event ie a full Clitheronian Rally just digging!!!

The scale of the logistics involved and how technology benefits the very necessary safety measures is impressive indeed, but it is still heart-warming to hear that it is de-rigueur to spend much lost time searching for the Dakars equivalent of codeboards (Waypoints)... even with all the GPS gizmos!! The cost to take part is suitably eye watering.... and hence why John co-drove although the sheer physical and mental effort to do this was all too apparent.

A fantastic insight into an amazing event indeed...and made his 11th place finish seem all the more outstanding. Chapeau to you sir!

A second night will be needed to hear all about the cross country stuff John is involved with and I suspect we only had a taste of Dakar...more please

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

More marshals are always needed for Liverpool MC's Aintree sprints & track days.

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 our Aintree sprints & track days, 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 the Liverpool MC Website

Events 2018

1st Sept	Aintree Sprint
2nd Sept	Sporting Bears 'Dream Rides for Kids'
19th Sept	Greenpower Racing Electric Car Races
6th Oct	Track Day 2

Bolton-le-Moors CC

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



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



Longton & DMC



Meet at the Lonsdale Club
Fulwood Hall Lane, Fulwood, Preston
PR2 8DA 8.30 p.m Every Monday
(except Bank Holidays)

www.longton-dmc.co.uk

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



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

Hexham & DMC

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



Warrington & DMC

JRT MOTOR SPORT

ENVILLE STAGES Rally



HOT, HOT, HOT!

Our first outing of 2018 and it's had been 8 months without an event so it was time to brush away the cobwebs.

With the forecast set to be extremely warm, we started looking at prepping the car for the conditions as the BMW does not like the warm weather. Extra cooling under the bonnet and ensuring all the fluids were OK.

Once we were at the venue scrutineering didn't go to plan as the air horn decided it was to pack in just at the wrong time. A high speed trip by Phil to Valley saw us sorted out with just minutes to spare before the shop closed. All fixed up and scrutineering one we wheeled the BMW into the garage with Steve Ellison's Escort we were to share.

Saturday morning and before the event got underway the temperature was already high. With only soft tyres to use we decided to burn up our used sets. By Stage the front's were wrecked. It was going to be a tough day.

After SS4 the temperature went even higher which spelled problems for us and others. The attrition rate was already high with the other competitors. We came in with the temp off the scale. Water pouring out of the expansion bottle was a bad sign. Luckily we had Steve's help with an industrial fan and words of support.

Even the weather was having an effect on myself, not feeling at all well in the overalls and seeking shade as soon as I could.

Thanks to the fellow crew in the Subaru car 36 for the anti freeze.

Out again and the stages took their toll on the car running a couple more stages before emptying the radiator once again flooding the garage. (Sorry guys). By this time it was getting tough for us to keep going. More help with the fan and some radical ventilation techniques meant we got back out.

The last two stages were the longest and Phil has to back off to save the car and the tyres. We made it to the end. Amazingly we finished 16th overall and to top it off we found ourselves 2nd in class.

Many thanks to all who supported us through the event from the organisers to the rally family which really helped us through.



**Phil & George Jennings : Warrington & DMC
Car 28, Green BMW Compact.**

MIDNATTSSOLSRALLYT

Rally of the Midnight Sun

It has been a quiet 2018 season for Hopkins / Vart with only the RNW attempted in the trusty Sunbeam, but the plan was always to see how the money situation looked in March/April... could we afford to do the Rally of the Midnight Sun again? Well, as always the answer is no..but go on thenas last year was such an experience and this years event was based in Vimmerby again, so in theory we knew where we were going, the money required would just have to be found!! With ferries and accommodation booked we needed to see who could have a spare ten days in order to travel Europe, running the service van and driving the chase car...in the end the MD of Total Spray Solutions gained the appropriate pass from his good lady...now Keith Gapper has spent hours on behalf of Hopkins preparing the 'Beam so it was ideal...except I cant understand a thing he says although I did get the gist of the size of the invoice he was sending Hopkins after the event was over!! The team as last year travelled in two blocks, the driving prima donas (Hopkins and Beveridge) plus Gapper and Pat Beveridge flew in at the last minute to Gothenburg whilst Paul and Annie Price would travel the byways of Europe towing the immaculate Toyota Corolla with my fellow Old Git Paul Cocker accompanying myself in the LT35 towing the nearly smart Sunbeam...as it turned out there was to be great benefit attached to having the convoy travel together..... Whilst PC had never been to a rally in his life he does in his retirement run a personal spare parts business in order to help keep his fleet of cars/ motorhomes running....old TR8/Daimlers being the source of his passion and depleted wallet. What was of great benefit was his many years of towing experience (not all his own cars!!) which enabled us to share the LT driving....it is a long way and even further extended by Hopkins this year who had failed to get us onto the return Hook to Harwich boat...Calais to Dover it had to be on the way back!!

The journey down to Mixbury to rendezvous with the cars/ team passed uneventfully in my "old" MG-ZT despite various rear bearing /brake backplate noises.... (post event note...I have now got a "new" MG-ZT which despite being a mint one owner low mileage car probably requires me to see a doctor immediately.....). The look on PC's face as he drove the LT35 van out of Mixbury was a picture...I thought he was going to climb out tbh....the brakes do have a soft pedal feel, the engine management light has been on for months, the turbo noise is not linearly proportional to acceleration, the smell of the generator petrol seeps through the cab bulkhead so its windows down which means constant noise ...and we had no breakdown cover...he wasn't impressed...LoL .We were even less impressed when the towing Mondeo started to smoke and screech...idler pulley seizure and so we were lucky we were only on the M25 with a junction at hand...Mr B having to drive the Prices Merc estate down to replace it (luckily it has a tow bar) and after taking the opportunity to change a soft trailer tyre plus tie wrap the trailer light plug into its socket on the van we were on our way again...leaving Ian to cope with the AA and the poorly Ford!!

Continued on Page 17



Midnattssolstallyt Continued from Page 16

The European leg passed without too many other major dramas apart from a MAF pipe kept blowing off the Mercs engine which took a number of goes to secure...much black smoke as well when it did, the traffic at times in Germany was awful and the speed of the Merc, Audi, VW estates (all black in colour...) astounded us and made overtaking a real stress test...never in the UK had we seen so many cars travelling so fast whilst bumper to bumper...complete lunacy!! Loads of Teslas and huge quantity of wind turbines next to motorways also noticeable compared to UK. Rostock was reached safely, and Paul P did provide some light relief when despite us all telling him he was taking a wrong turning in search of tea, he dug his heels in, turned right and within 50 metres had to stop the car at a toll tunnel entrance..."bugger...anyone got any euros...?" For the send ferry crossing in 24 hours we again had a cabin just a few cms above the noisiest diesel that Perkins have ever made...it felt like sleeping on top of the rocker cover!! Hopkins presumably got a deal on these cabins.....The third section from Trelleborg up to Vimmerby was the easiest leg in terms of roads etc...very quiet indeed and somewhat easier on the nerves but here we found that whatever one tried to input to the sat-nav it defaulted to Milbourne Rd in the UK...we suspected that Hopkins must either have a woman lodged away in a love nest there or else it is a secret stash for rare Sunbeam parts.....a full delete of its history database sorted that one out as it did what it was told after that!

As this is supposed to be a rally report I better mention the event itself.... Scandinavia's biggest Historic event, if not the biggest in Northern Europe and a worthy successor to the original Midnight Sun Rally that first ran in 1950. The rally itself is split into two classes- Historic and Regularity with circa 40 entrants in Regularity plus the main Historic event holding circa 140 keen crews. All crews do the same route which, as last year, was composed of three daily legs plus a short spectator special in Vimmerby itself on the Wednesday evening to bed everyone in...this gave a total competitive mileage of 160km all on smooth (and I mean smooooth) gravel and 600km of road mileage. No notes allowed with navigation via the excellent tulip style road book (which works well tbtf). In terms of our class the organisers create one specifically for cars run to their respective National Historic regulations and so we lined up against, amongst others, an immaculate UK Healey, a French TR7V8, the Mk1 Cortina of Ken Davies/Alan Jones plus various Yorkshire Escorts (all BDs....) including Warren Philliskirk/Peter Scott...not much chance of a pot there we thought!

Having set up next to our hosts Pelle Palmqvist and Hakan Jacobsson plus the Yokohama boys the Beam sailed through a cursory (compared to last year) scrutineering with the scrute only commenting upon how poor he thought Hopkins welding was-he did suggest I tell him to drive slowly... lol. Now whilst the short spectator special passed through the grounds of the school accommodation where we were staying, and was part of the event last year and so we knew it reasonably well, it caused one or two moments..Hopkins mounting the grassy verge and missing a post no more than 20yards from my accommodation block and Beveridge/Price managing to have a lucky escape as a front brake caliper mounting bracket snapped in stage....the boy Gapper managing to change this, and to be on the safe side the other one as well, post the stage...indeed it was fortunate that Ian was carrying these as spares as it might have been all over as there wasn't much material to weld surprisingly.

Continued on Page 18



Midnattssolstallyt Continued from Page 17

The rally proper started on Thursday morning and in the second stage we had a problem...on a quick uphill section the engine suddenly started popping and banging and lost all power..we ground to a halt in a vulnerable spot just before a brow...whilst Dave leapt up under the bonnet I put out the ok board and then ran down the track with the triangle...must admit it was tricky at my age although not as difficult as running back uphill when the car fired back into life! A total of eight minutes dropped and running as a virtual last..the problem was that the rotor arm had risen and spun round...a bit bizarre to be honest as it was a new one and fitted tightly and it didn't miss a beat thereafter..... Dave thought that Darth Vader had climbed back into the car for a while.... i was just happy to be gulping air in never mind reading the road book instructions! The rest of the event for us passed without further mishap although we had a near squeak on a downhill square left...a slow-motion roll looked likely at one point until the car stopped in a not as deep as it appeared grass ditch...the multitude of spectators had us out straightaway so all in all only twenty seconds dropped at most we thought. The UK Healey went straight over the ditch into the field without damage! The only other issue was the dust...at times we managed to get an extra minute, but the last long stage was a problem...at times we came to a complete stop as visibility was zero in the sun...sun and dust don't make a great combo!!! Ian and Paul were having a vibration problem which was thought to be from the propshaft joints..the rear springs had lost their spring and thus the car was sitting down markedly at the rear and the prop was at an unusual angle to the diff...this all became irrelevant on the last day as the engine let go on a road section...a possible timing chain failure as there appeared to be no compression with the engine spinning wildly on the starter. This was a real downer as they were lying third in class at the time ...and we profited from their bad luck which probably made it seem worse as the trophies even for third in class were special...:-).

The Toyota was recovered by Paul C and he had an interesting time at a set of roadworks with one way traffic lights... suffice to say a Swedish driver got a shock when he tried to barge though but hadn't seen the Toyota on a very short rope behind the LT...much multi lingual swearing I believe in all three vehicles !! We had an interesting interlude whilst waiting for one stage...in front of us was an ex-Swedish international goalkeeper of some standing-one Thomas Ravelli...he turned out to be one entertaining character to say the least and he finished his first and probably only event (with only a couple of battle scars). His co-driver, who he called "his Princess" was Miriam Walfridsson...attractive and capable!! They had a TV crew following them round and all both young and old wanted to talk to them and take selfies with Thomas...a very popular guy indeed in Sweden.

The fun wasn't just confined to the rally crews ...Annie P amused all around her when she sprayed sun tan oil all over face-and then realised she still had her glasses on...she went back to the accommodation block on her own without the key fob and spent ten minutes calling up to Pauls window in order for him to let her in, only for us to wander along and inform her she was outside the wrong accommodation block....the blonde moments seem to be getting more regular with age Annie... J. Gapperman swore blind he had seen a Giant Moose cross the road just in front of the chase car...he stopped, stared it down and it wandered slowly off into the forest...we reckon he was hallucinating in the heat and thinking about Epynt sheep..... The prima donnas hire car was a Kia Optima Hybrid Estate.... can you picture three grown men trying to pull out the charging cable...fifteen minutes in and I was thinking of selling tickets!!

The prizegiving was as last years event a real blast...600 folk all seated in the large marquee, great food and music plus alcohol and much mirth in the Uk contingent as I was sat next to an attractive Swedish lady who happened to have won a class award in the regularity event in a ...1957 Mercedes 300SLR (value circa £1m.....)..."tell her you have an MG Varty...." amongst many other non-too helpful suggestions!! Her partner was going out to the Classic Le Mans the following week to drive a 1953 Borgward Le Mans Coupe with his two sons...the only one of three made that still survives...and he finished. PC had two Swedish girls chasing him - and he ignored them both whilst Gapperman played hide and seek with a man mountain of an armed security guard trying to take the VIP route to the not so VIP standard loos...Warren Philliskirk and the Yorkshire contingent displayed real Swedish rockabilly dancing skills on the floor.... well the wine and beer was flowing...a great night all round..again!!



Continued on Page 19

All too soon after a few strong coffees the return journey was underway and again the misfortune hit the Price vehicle...a puncture on the Merc although luckily again help was close at hand in a village with a chap coming out to sell Paul two little used tyres. Another short ferry journey in a noisy cabin and on into Germany with the arrogant driving manner seemingly to be prevalent on the autobahns again...I did say this slightly too loudly in a motorway services just after PC had said something equally embarrassing...it all went quiet for a few seconds...Brits abroad eh. Terrible traffic in Holland/Belgium in the heat led us to Ypres for an overnight halt...we made it with literally two minutes to spare to attend that evenings Menin Gate Last Post Ceremony. Even having attended a couple of times previously it was still an emotional fifteen minutes as the attendance was the largest I had experienced...one can't help but wonder about the disgusting behaviour of mankind when faced with 55k names on the walls of the WW1 memorial...all with no known grave. An equally hard day on the UK roads awaited after the short early morning Calais to Dover crossing...no Teslas to be seen!!

In summary a fantastic event on surely some of the best roads that rallying takes place on, an incredible selection of competing cars, very friendly organisers and a public who seem to think that rallying is socially acceptable – at one point we drove to a stage start though a street café/shopping precinct! The welcome is warm wherever you go, and I must thank Pelle/Hakan and all who made our time most enjoyable and thanks to Paul/Keith/Annie plus Pat who looked after us the crews. It took me three days to recover though after three days in the van and my ZT!!! However, if I was able to do only one forest event ever again I would probably opt for this one...it is that good.

Tony Vart : Clitheroe & DMC
Co-Driver Car 80

Joe passed away. His will provided £30,000 for an elaborate funeral.

As the last guests departed the affair, his wife, Helen, turned to her oldest friend.

"Well, I'm sure Joe would be pleased," she said.

"I'm sure you're right," replied Jody, who lowered her voice and leaned in close. "How much did this really cost?"

"All of it," said Helen. "Thirty thousand."

"No!" Jody exclaimed. "I mean, it was very nice, but £30,000?"

Helen answered. "The funeral was £6,500. I donated £500 to the church. The wake, food, and drinks were another £500. The rest went for the memorial stone."

Jody computed quickly. "£22,500 for a memorial stone? My God, how big is it?!"

"Two and a half carats."



Keith Frecker Stages **Sunday June 10th**



I was a little apprehensive going into this event as this was to be my first time around Weeton - and with a driver that I had never met before. This would also be the highest I had ever been seeded, car 6, sat with Darren Meadows in the Motordrive seats Evo.

Scruiteneering went without any hitches, and before we knew it we were sat on the start line of ss1. It didn't take long for Darren to wake up and we were on the pace quite literally from the word "go". Coming in from ss1 I knew we were quick - but I had no idea just how quick, until a fellow competitor dropped in conversation that we were lying 1st overall. At this point I knew I was in for a rather interesting day.

We dropped to 3rd after ss2 and remained there for a good portion of the day, enjoying swapping banter and times with the crew of the Subaru that was lying in 2nd.

As the day went on the weather got hotter and hotter and the stages got faster and faster (and more and more frightening!).

By ss8 we had moved up into 2nd overall and just needed to keep our cool to bring home what could be an excellent result.

The Impreza that we had been battling with all day unfortunately retired on stage 9, leaving us a larger margin to take the final stage a little easier as the car was starting to get very hot.

We finished the day 2nd overall - behind only Mark Jasper and Don Wyatt in their mk11 escort.

I would like to thank Martin Young for putting my name forward and Darren for giving me the opportunity to sit with such an excellent driver in a lovely car, and to do an event I hadn't done before - the stages were fantastic and I thoroughly enjoyed every minute of it.

Lauren Hewett : Wigan MC



GREYSTOKE STAGES RALLY

Sponsored by Legendfires

Dust and Sweat!

When I think of the Lake District I think of amazing views, majestic hills and changeable weather conditions! There is a saying that there are two types of weather in the Lakes, raining or about to rain, but this year's Greystokes Stages Rally was more like the Dakar Rally with plumes of dust following the cars and layers of the stuff inside the cockpit! The exceptionally dry conditions the UK has been experiencing this year had spread to the West and Cumbria was basking in glorious sunshine as we burbled our way up the M6 towards Penrith in the trusty Forester towing the buzz box 106 Rallye.

It was rally time and although this is one of my favourite events the Greystokes forest has claimed one of my cars and broken the Rallye in the past. My luck seems to go in alternate years and this year was a good year which meant we should return with an intact car and huge grin! And after successes in recent motorsport events I was feeling quite confident of a good result and we were seeded 1st in class so the organisers obviously felt the same!! The fact I hadn't turned a competitive wheel in a forests for two years was irrelevant and the last time I did this event it ended in a broken steering rack half way through but these were all minor details!!

I spend most of my stage rallying time at old airfields or race circuits where mistakes are generally forgiven by large areas of run off and straw bales but the forests are littered with rally car swallowing ditches and big wooden things with leaves on that don't move when you exceed your talent! The surface you are travelling across is different as well and can take a bit of getting used to after having the confidence inspiring grip of concrete or tarmac beneath you. The loose forestry tracks can send you in a different direction to the one your nav is telling you to go even in a straight line and change from huge amounts of grip to virtually nothing in a matter of metres.

I'd forgotten to take all this in to account so our first stage was dire, I mean dreadful. In fact I should actually say MY first stage was rubbish, Ann performed superbly and guided me through the various corners and chicanes with confidence but I was crap! I was so disappointed with myself and complete lack of commitment; I've driven quicker to marshalling posts in the forest than I did on stage 1! I couldn't believe how slow I'd just gone. Fortunately the WCMC results lady came round with a print out of the stage times which confirmed in black and white just how abysmal my attempt had been!



Continued on Page 21

Greystoke Stages Continued from Page 20

I had put us 4th in class and 30 seconds behind 1st in class! In these situations people generally show their character and resilience so I very maturely and level headedly threw the results in the bin and went off for a sulk!!

A poor first stage means you are on the back foot the whole day and relying on mechanical or driver errors to bump you up the leader board. Sometimes that does happen but is completely out of your control whereas going faster or keeping your driving smooth and neat is something you have an input in to so it is always better to be in a good position from the start.

I had put us 30 seconds behind the leaders and couldn't apply any pressure to them or 2nd in class so it was a case of making the best of a bad job and enjoying the day rather than moping around in the dust! And that's what I did. Ann continued on her wave of super navigation and I started to drive like I knew I could. On the second stage we were 8 seconds slower than 2nd in class and 10 seconds slower than 1st in class of Andrew and Richard Chandler in their 1300 Mk2 Escort. That was more like it!

The rare dry conditions and lingering dust clouds were the talk of the day and right from the start we were made aware that if the dust didn't settle we may not get all 6 stages and possibly only get 4 if it was really bad. Add to this the balmy sunny weather we were experiencing and it made the day an endurance event for everyone from the service teams to the volunteers out on stage manning the junctions all through the forest. The start and stop line crews seemed to be getting the rawest deal with plumes of dust shrouding them like Sahara sand storms each time a car stopped to get a time or roared and slithered off the line into the forest. The start crew had been given some triangular bandages from the rescue team to put over their faces to reduce the intake of the finest grade of M Sport rally surface there is and they looked like modern day highway men as they appeared from the previous cars dust ball! It really was a challenge for all and to allow a clear view for the crews the gap between cars was extended to 2 minutes at one point.

The wind did pick up a bit and the gap reduced to 1 ½ minutes but this still had an impact on the time taken for each stage to run and we lost the last stage, which was actually a good effort from the rally management team as the conditions really were a test of their decision making and timing and with a time limit on the venue we could have lost two stages. Fortunately most of the competitors behaved themselves as well with only a couple of them parking their cars in the deep Greystokes ditches through the day which always extends the time taken to get the next stage running.

As the day went on I became more confident and the ruts that were appearing on the corners weren't quite deep enough to lift the Peugeot off the floor and instead provided huge amounts of grip so the speeds started to increase and the times improved.



Photos Courtesy of Matt Hewlett
hewletttrallysport@yahoo.com

Continued on Page 22

Tony Vart



GREYSTOKE STAGES RALLY

Sponsored by Legendfires 

The first hurdle to get over with this event is getting your entry in fast enough. Full with reserves after 9 minutes means you snooze, you lose. After being 12th reserve last year, and still getting a run I was taking no chances and about 3 minutes after entries opened, we were in.

Now, regular readers of these reports will realise that we're two middle aged blokes in a Nissan Micra who rarely trouble the trophy engravers, so these rallies are usually an excuse to spend a weekend away, drinking beer and mucking about in a forest. This year was no exception, again being joined by Dave Barratt and Jim Livesey (doing radio on the event), staying at Jim's holiday lodge and enjoying all that the Squirrel Inn and it's local cask ales has to offer in the way of rally preparation.

A leisurely drive up on the Saturday and breezing through scrutineering, whilst watching England beat Sweden in some football tournament or other on the telly in signing on, was followed by the aforementioned beer related activities.

Being seeded 52nd (one up on last year!) meant not having to be there particularly early, but just in time to get the car off the trailer and attend the safety briefing. We were forewarned that the dry weather and a recent re-grading of the forest track meant that it would be extremely dusty. They weren't wrong. Part way through the running of stage 1 after about 20 cars it was decided to run at minute and a half intervals. Which was a good idea, but it did mean a lot of waiting around, adding 30 minutes to every stage run through. Sadly, the service times weren't adjusted accordingly, which resulted in queuing for over an hour for each stage. At one point the entire field was in parc ferme between the Service Out/ATC and stage start. Organisers, please review this for next year. It's a royal pain in the backside sitting in a rally car going nowhere for hours on end.

For the record, there are no notes allowed on this event, but we are given an excellent set of diagrams on large scale OS maps, which are just good enough to judge the distances and the bends. However, for those of us of a certain age and with crap eyesight, bi-focals are a must. I tried using a poti last year, but that was a waste of time.

The stages were identical to last year, so the idea was to see if our times would improve. As it turned out the exceptionally dry weather had left the stages with even less grip and we were well down on last year's times from the start. Stage 1 was a tentative affair, given that the last time Steve had driven on gravel was this time last year and was bourne out by the fact that we were half a minute quicker on stage 2. Same again on stages 3 and 4, this time with a 20 second difference. Mr Johnson seemed to be getting a bit giddy by stage 4 and there was a moment or two when I was under the impression that there were two passengers in the car, but the wayward beast with all of its 90 bhp was wrestled into order by Steve's usual ability to get us out of trouble as quickly as he gets us into it.

Due to the extended start gaps and one or two minor hold-ups, six stages became five. I believe there's 6 o'clock curfew at the venue, and anyway, we had a table booked in the restaurant at 8.00. And there was still some beer left.

So it was a typically uneventful day in the Micra, which is not a bad thing. I tried to spice things up a bit by calling left instead of right a couple of times, but there's no fooling Mr Johnson, who keeps his eyes open all the time, thankfully.

Continued on Page 24



Greystoke Stages **Continued from Page 21**

Just a quick word about the crew servicing next to us, a couple of lads who were competing on their very first rally in a 1400 Polo. Talk about in at the deep end. Neither of them had even seem a timecard before, but even after a crash course from me they still managed to work it out and find their way round. Fair play to them, they finished their first event and judging by the daft grins they had on the faces after every stage, I reckon they're hooked! Good effort the lads in car 56. Their service crew was a bit keener than ours, though. At the end of every stage the car was up on stands with the wheels off and loads of activity, looked on by a bemused Johnson and Butler (our service crew), lazing in the sun and doing nothing more than checking the tyre pressures. Just the once. Well, if it ain't broke.....

Despite the slower times, our result was identical to last year's finishing 43rd, but this time out of 50 finishers (rather than 45). At one point Steve was getting nervous, being 4th in class. We didn't want any of the others above us in class 1 going off on the last stage.....it would have meant having to wait for an award! We're only in it for the fun and a weekend away. All in all, a cracking weekend and we'll certainly be back next year.

Thanks once again to West Cumbria MSC for another great event, and, as ever, the marshals and radio crews for all your efforts in making it happen.

See you next year.

Steve Johnson
Steve Butler
Nissan Micra car 52
next instalment –
Pendragon Stages.

ABERYSTWYTH AND DISTRICT MOTOR CLUB

Cwrt Garage

Ystwyth Targa Rally

3rd June



This event wasn't really on my already fairly busy calendar this year, but Dave emailed me the Wednesday before the rally to ask "are you busy this weekend? I've got an entry on the Ystwyth but no navigator". I'd be daft to pass on the opportunity of a ride on one of the best events out there, so my plans for a quiet weekend off suddenly got scuppered.

I've done this event a couple of times before with Paul Buckel when it was a road rally. Both ended in retirement with a broken exhaust on one and the other ending after an encounter with a deceptively deep ford and water going where the fuel/air was meant to be, resulting in a con rod making a bid for freedom via the oil filter. Hopefully, I could finish this one.

Dave was hiring an Escort from Crowley Motorsport, and even if we didn't get such a great result, it was a pleasure to spend time in the company of Sean and Emma who were immensely helpful, supportive and friendly throughout the day. Sean had previously won this event in this very car, so no pressure, Dave.

The rally uses the tracks and open spaces in the Sweet Lamb complex for the tests, which are scattered with various manoeuvres around cones and other obstacles to keep the average speed down, together with several passage checks. There were a total of 17 tests over 4 legs, covering 24 competitive miles. 24 miles doesn't sound much, but compare that with the cost of doing a forest rally and you have great value for money. And you know you've done a rally by the end of it.

Hand drawn diagrams were provided at the beginning of each leg and not being to scale, calling the bends was not really happening. The important thing was to not miss any passage checks and get the manoeuvres right – this last bit proving problematic for us. Communication didn't seem to be a strong point in this team. It took quite a while to get anywhere near settling into a rhythm of explaining which side of a cone to go around, but a system of "your door" or "my door" was favoured by Dave, which we eventually got the hang of. If you're considering entering this event, my advice would be to come up with a system you both understand and practice it if you can. Pretty much all of our time was lost because of communication failure in the manoeuvres.

Continued on Page 25

Ystwyth Targa Rally **Continued from Page 24**

The weather was perfect, if a bit warm and very dusty. However, minute intervals meant that unless you caught someone, being in someone else's dust wasn't a problem. The track surfaces were typical gravel of varying smoothness, with one new section seemingly graded with small boulders. This did the tyres no favours whatsoever. After test 10, the rears were looking more like slicks and weren't going to survive another test. Sean had 2 new tyres ready to go on and we were set for the last 2 legs.

A sticking starter motor was a cause for concern and stalling on the tests wasn't an option. Sadly, that's precisely what happened on the final test and stalling at a stop astride, despite being downhill, the car refused to move. The car behind eventually caught us and after holding them up for what seemed like an age, Dave managed to get us moving, allowing them past. We did see them later on the test – being towed out of a ditch. Perhaps a result of trying to make up for lost time stuck behind us. Sorry lads.

Despite a disappointing result of 39th overall (but that was out of 70 starters!), we had a cracking weekend in sunny Wales. Blasting down forest tracks in a sorted 2 litre Mk 2 – what's not to like? Neither of us was expecting us to repeat our only other collaboration as a team, when we won the 2014 GPMC Memorial Rally, and I think we were both there just for the experience of competing in an Escort on gravel. Thanks to Sean and Emma for providing the car and their company on the day and thanks to the organisers for running a cracking event. One not to be missed. And thanks as ever to all the marshals for being out all day in the baking heat (for a change) and breathing in great lungfuls of dust.

First time from the left hand seat of an Escort for me



Photos Courtesy of Joseph Gilbertson
joegillb653@aol.co.uk

Dave Whitaker / Steve Butler Clitheroe & DMC – Car 34

NICKY GRIST STAGES

Llewellyn Impresses On Senior Rally Debut

Reigning MSA Junior Rallycross champion Tom Llewellyn contested his first senior gravel rally event and came away with a superb fourth place in class on the Nicky Grist Stages Rally.

Up against some of the best competitors in the country who were contesting round six of the Jordan Road Surfacing BTRDA Rally Series 2018, the event comprised some classic Welsh forests including Crychan and Halfway, with the dry conditions making dust a major factor.

The 17 year old from Haverfordwest in Pembrokeshire, along with co-driver Dale Bowen, was contesting the 45-stage mile event in a Peter Gwynne Motorsport (PGM) Suzuki Swift as part of the Swift Shining Stars Rally Series, which sees Tom compete in stage rallying as well as rallycross.

With over 100 competitors taking to the start outside Strand Hall in the centre of Builth Wells, the newly-renovated Edwardian building having been officially opened by HRH The Prince of Wales and the Duchess of Cornwall just 10 days before, from there it was into the forests and SS1 saw Tom emerge sixth in class and 64th overall.

Playing himself slowly in, the young Welshman had maintained his overall position but had clawed his way up to fourth in class at the mid-point of the rally, less than ten seconds behind the third placed crew in class.

Tom continued his progress and despite a minor problem when a bump dislodged the ECU on SS6, he and Dale upped their pace to eventually emerge 46th overall and fourth in class, again just ten seconds off claiming an award on his forest debut.

Tom reverts back to the MSA British Rallycross Championship in two weekends' time where he will continue his campaign in the Swift Sport Series in the PGM Suzuki at Croft in North Yorkshire on July 29th.



NICKY GRIST STAGES

JORDAN ROAD SURFACING

BTRDA GOLD STAR® CHAMPIONSHIP MATT'S GLOSS FINISH!...

After a steady start on the latest round of the Jordan Road Surfacing BTRDA Rally Series, the Nicky Grist Stages, Matt Edwards/Darren Garrod settled into a rhythm that saw them go on to post five FTDs from the eight stages on offer and ultimately taking their Fiesta to its third outright victory of the season so far. Getting caught in someone else's dust on SS4 cost a few seconds, but the absence of erstwhile BTRDA Gold Star® Championship leaders, Paul Bird/Jack Morton, also saw Edwards assume pole position for himself, while Garrod is 2nd in his particular category, a couple of points off top spot.

JORDAN ROAD SURFACING BTRDA GOLD STAR® CHAMPIONSHIP

2016 Nicky Grist winners Luke Francis/John H Roberts (Fiesta WRC) took the runners-up spot, arriving back at the Royal Welsh Showground, in Builth Wells, almost exactly a minute adrift of the winners but, more importantly, with another excellent points haul to their credit. Meanwhile, Scotsman Rory Young was 3rd in his Fiesta R5 on his first Rally Series outing of the season, finishing a handful of seconds ahead of defending Gold Star Champions Stephen Petch/Michael Wilkinson. Completing a Fiesta Top Six were Martyn & Dawn

England, who couldn't quite match last year's 4th place, and Charlie Payne/Carl Williamson whose car had been restored to the shape Ford originally intended after its inversion on the Carlisle Stages! The bragging rights in Class B13 once again went to Ian Joel/Graeme Wood whose Escort Cosworth finished an excellent 7th. Their nearest rival on the day was the

Lancer EVO9 of Matthew Hirst/Declan Dear, with the similar car of Peter Baylis/Anthony Blyth 3rd. Lee & Craig Burgess (Impreza) are currently 3rd in the points but there'll be plenty more jockeying for position between now and the end of the season before this one is put to bed! Just when they thought it was safe!... Sacha Kakad/James Aldridge had been quietly continuing with the acclimatisation process to their Fiesta and had posted very respectable finishes on both the Plains & Carlisle Stages. However, having worked their way up to 5th on the Nicky Grist, their progress was rudely interrupted in Crychan when they rolled... Dylan Davies/Llion Williams' return to the Series after a prolonged absence was also curtailed when their Impreza suffered a broken ball joint on the penultimate stage.

BTRDA PRODUCTION CUP®

THOMPSON'S CUP RUNNETH OVER!

Finishing 8th overall on the Nicky Grist to take their fourth maximum score of the season has sealed the BTRDA Production Cup® for Russ Thompson/Andy Murphy. Their Lancer EVO9 had been 3s quicker than their main rivals, Pat Naylor/Ian Lawrence, through the opening stage but then it all started to go wrong for the Midlandsers.

On SS2, Route 60, they took a big cut on the lefthander before the bridge and ended up on a bank on the other side of the road. Counting themselves lucky not to have rolled, they realised shortly afterwards that the Lancer had sustained a front puncture. It was too far to continue and stopping to change the offending wheel gained them a maximum – game over!...

Continued on Page 27



Nicky Grist Stages **Continued from Page 26**

Nevertheless, they continued but another puncture on the second run through Route 60 just added insult to injury....

So, the battle is now on for runners-up spot - over the final two rounds, Naylor/Lawrence must fend off the advances of Jon Ross/Martin Auskerin (Impreza) and any number of Fiesta STs!... Zak Hughes/Tom Wood claimed the spoils in the MRF Fiesta ST Trophy, bringing their car back to Builth Wells almost a minute ahead of Carlisle Stages winners Ewan Tindall/Paul Hudson, with Mathew & Tim Tordoff third. James Giddings/Sion Cunliffe posted their first retirement of the season but still managed to hang on to their series lead. However, with just the Woodpecker and Trackrod to go, the Top Six drivers are separated by a mere 22 points - and there are 20 on offer for a 'win' on both occasions – brace yourselves!...

JORDAN ROAD SURFACING BTRDA SILVER STAR® CHAMPIONSHIP **UTTING TAKES IT TO THE MAX!....**

Providing us with a fifth different winner from the five events so far this season, Max Utting/ Mike Ainsworth brought their Fiesta ST Max home in 15th place overall and first 2WD car to claim maximum Jordan Road Surfacing BTRDA Silver Star® Championship points on the Nicky Grist.

Next up were George Lepley/Tom Woodburn in their Fiesta R2 which, following their category maximum on the Carlisle Stages, moves them into the overall Silver Star Championship lead at this point. Not only that, but their fifth consecutive victory in the BTRDA Rallye R2 Cup confirms them as inaugural victors and in line for the prize drive on Wales Rally GB through the 'Road to Wales' scheme. Mixing it with the 'big boys' again, Chris Powell/Jim Lewis took their 1400cc Talbot Sunbeam to a Top Twenty finish, claiming 3rd overall in the Silver Star Championship at the same time. Dave & Toby Brick's Nova wasn't far behind, a matter of seconds ahead of the Escorts of Class B12 winners Allan McDowall/Gavin Heseltine and Historic Cup leaders Ernie Graham/ Robin Kellard. Although they now have four maximums to their credit, they can still be caught by Barry Jordan/Paul Wakely who, having given their Avenger a damn good talking-to following its retirement from the Carlisle Stages, returned to take a class win of their own in mid Wales. Peter Smith's first BTRDA Series outing in his 'Historic' Fiat 131 netted a good haul of points in Class H3 while, for this event, David Auden/Chris Row had forsaken their Lancer EVO6 in favour of an MGB Roadster which also came up trumps in H1/2! However, it wasn't such a good day for several other Silver Star front-runners.... Championship leader prior to the start Rob Dennis, co-driven by Andy Boswell, put his Escort off the road on the penultimate stage, but Owen McMackin/Lee Taylor (Escort) had already thrown the towel in after taking a maximum on SS6 and Andy Davison/Tom Murphy completed all the stages before retiring their Talbot Sunbeam VXR.

BTRDA 1400 CHAMPIONSHIP® **POWELL'S POLE POSITION - JUST!...**

Taking his Talbot Sunbeam to its third maximum of the season on the Nicky Grist Stages sees Chris Powell assume the lead in the BTRDA 1400 Championship by a single point from runner-up on the day, Dave Brick. Powell and Jim Lewis, who finds himself in 2nd place in the Co-drivers' table, had to give best to the Corsas of Brick and son Toby on the opening stage but then went on to set the fastest 1400 times on each of the other seven, arriving back in Builth Wells almost half a minute to the good of their rivals. Tommi Meadows/Ian Oakey were a distant 3rd in their Ka but their attention was focussed on the Corsas of Kieran Darrington/Simon Jones that finished the event a mere 3s behind them.



Continued on Page 28

Nicky Grist Stages **Continued from Page 27**

Fellow Championship returnees Nigel & Kaz Jenkins weren't far adrift either - their Nova was just two places and 22s behind Darrington by close of play.... Early season leader Perry Gardener took no further part in the proceedings after his Nova's engine cried enough on SS5, while Steve Black was to suffer the same indignity on the next one when his Suzuki Swift did likewise.

BTRDA RALLY FIRST® CHAMPIONSHIP JOHNSON'S POLISHED PERFORMANCE!....

Having been absent from a couple of events recently and retiring from one they did contest - Sam & Liam Johnson's first finish since the season-opening Cambrian Rally saw their Seat Arosa take its second maximum in the BTRDA Rally First® Championship. Guy Butler's second place in his 2.0 Toyota Corolla moves him up to just one point behind team-mate and Championship leader Matthew Baddeley whose day was over almost before it started. A fuel leak at the start of the opening stage saw to it that any thoughts he may have had in regards to consolidating his position at the top were put on hold....

As the day wore on, Matt would be joined on the list of Rally First retirements by Mark Cox/Clive Jones (VW Lupo - clutch), Richard Ingleby/Alex Booth (MG ZR - electrical) and Steffan Williams (Micra - went off). Unfortunately, Emma Morrison/Jon Quintrell's delight at being the first car away from the start was shortlived as their Lupo snapped a wishbone on the opening stage....

MAXXIS MSA ENGLISH RALLY CHAMPIONSHIP JOEL'S JOY!....

Although the Quinton Motor Club-organised Nicky Grist Stages Rally was only Round 2 of the 2018 Championship, Ian Joel/Graeme Wood have already stamped their authority on the proceedings by taking their Escort Cosworth to the top of the table! Now all they've got to do is keep it there.... Breathing down their necks, in joint 2nd place, George Lepley/Tom Woodburn (Fiesta R2), Matt Edwards/Darren Garrod (Fiesta) and Ernie Graham/Robin Kellard (Escort MkII) must attempt to curb their enthusiasm until the next event in the Championship, the Ludlow-based Woodpecker Stages on 1st September. Other class leaders, who'll be dining out on their success over the next few weeks, include Sam Johnson (Seat Arosa), Tommi Meadows (Ford Ka), Damian Pratts (Ford Escort) and Russ Thompson (Lancer EVO9).

With the loss of the Malcolm Wilson Rally at the start of the season, the MAXXIS MSA English Rally Championship features a five-round calendar which reaches its conclusion on the Wydean Rally on 10th November

<https://www.btrdarally.com/>



***photos courtesy of
Kevin Money and Malcom Almond,***





Carryduff Down Rally Harpur hits the Jackpot

Daniel Harper scored one of his best results of his rallying career when he finished fourth overall and took maximum Protyre MSA Asphalt Rally Championship points on the Carryduff Forklift Down Rally in his Minisport-run John Cooper Works Mini WRC. And in a thrilling 11 special stage battle over the big jumps and twists of Northern Ireland's closed roads, Wayne Sisson survived a high-speed off through a fence to maintain his lead in the series in his AMS Arnside Motorsport Mitsubishi Lancer Evo X.

It was Harper's first appearance in Northern Ireland since 1995 (when he rolled out of the Ulster Rally), but he was quickly into his stride and setting some consistently fast times as others around him spun into the scenery and left bodywork parts scattered across County Down. Having finished second on the Manx National and third in Rally van Wervik, another faultless performance by Harper and co-driver Chris Campbell was rewarded with the jackpot prize of maximum points, moving him from third to second in the series.

Melvyn Evans found that the Fiesta WRC was a lot more physical to drive than his previous Subaru Impreza WRC, but he hadn't expected an unnerving vibration from the rear under moderate braking. It was so bad that he had to back off in several places, as getting the car to the finish in one piece was very much the priority. It was a learning exercise that he and co-driver Mark Glennerster relished, and being one and a half seconds per mile faster the final time through the stages was an indication of how quickly he had adapted to the car. Second in the Protyre MSA Asphalt Rally Championship and ninth overall was a truly great result, all things considered.

Sisson was joined in the cockpit of his Mitsubishi by a bird that flew in through the air vent on SS3, but he and co-driver Max Freeman carried on regardless. A more worrying moment came at a square right on SS8, where Sisson locked the brakes and careered along a fence – reaching the end of the stage with no turbo boost caused by a long wooden fence post that had speared itself neatly inside the engine bay. Thankfully, no more alien objects joined the ride during the third and final loop of stages, where a third place finish maintains his Protyre MSA Asphalt Rally Championship and B14 class lead.

Jason Pritchard/Phil Clarke appeared in their Manx National winning North Road Garage Ford Focus WRC and were looking to regain the Championship lead, but it wasn't to be their event. The Built Wells driver found that the brakes were locking up, which contributed to a spin into a bank on SS4, damaging the rear bumper and spoiler and costing over 15 seconds. Worse was to follow on the second loop, when he spun again and got the car stuck between two banks on a narrow section of road, just after a crest. He had to get out of the car and flag down an on-coming David Bogie, before getting going again, minus the front bumper and over a minute wasted. Bagging points for fourth was a very good salvage job and keeps his title chances very much alive.



Carryduff Down Rally **Continued from Page 29**

Not even Barry Groundwater/Neil Shanks survived the Down Rally unscathed, as their magnificent season almost came to an abrupt end on SS4 when they skidded on some slippery mud in a farmyard and clattered their Groundwater Lift Trucks/AMS-backed Mitsubishi Lancer Evo X head first into a tree. Luckily it was just half a mile from the end of the stage and with bent steering and a damaged radiator they got back to service and eventually finished fifth.

A change to a softer suspension set-up saw David Hardie/John McCulloch improve after first service in their TEG Sport Subaru Impreza. Now able to ride the bumps better, they increased their pace to finish an excellent sixth.

It was a similar situation for Philip Hopkins/Aled Edwards, who found that their Spencer Sport-run Mitsubishi Mirage R5 had acquired a new tendency to land on its nose – so hard in fact, that one landing smashed the windscreen. Increasing the ride height at the front, replacing a broken rear anti-roll bar and changing the damper settings transformed the car – allowing the Bristol driver to finish seventh, albeit with oil all over the front of the car, after the oil stick blew out on the final stage.

Geoff Wright had been looking forward to the Down Rally, until he started feeling ill on the morning of the event. He got worse as the event progressed, and was physically throwing up at stage ends as energy and colour drained away. Together with Chris Sanderson, he did remarkably well to not just finish, but come home eighth in his FJ Booth Construction Fiesta S2000 to extend his lead in the R5 category.

Ross Brusby/Tom Murphy survived a spin into a tree near the end of SS4 which dented a rear quarter of their Chesterfield Transporters Ford Escort Mk2 to come home ninth, while young west Wales duo Rhidian Daniels/Tomos Whittle did brilliantly well to finish their first Irish rally in tenth in their rapidly improving JJ Aggregate-backed Citroen C1 Max. Olli Hopkins/Ian Taylor just missed out on a top 10 finish in their Hopkins Motorsport Mitsubishi Evo 9.

Ed Fossey, together with Neil Colman, extended his lead in the F2 category after another good performance in his Yokohama-backed Peugeot 208 R2, which he'd hired from Melvyn Evans Motorsport.

Paul Doroszczuk were also delighted with their performance, winning the B11 class and jumping into the class series lead (by four points) in their normally-aspirated Cosworth engine Drockspeed Motorsport Escort Mk2. They were lucky not to puncture a tyre when they clipped a bank on SS4 and took a chunk out of a rim, but an added incentive to drive as fast as possible was to get his co-driving brother Julian to the dentist, as he'd done the entire event with a painful abscess. They were kept honest all event by a hard-charging Geoff Glover/Keith Barker, who enjoyed their first rally in Northern Ireland, despite their rear-wheel drive Astra not ideally suited to the jumps and bumps.

Steve Retchless/Sasha Heriot had an "almost embarrassingly cautious" start in their newly-rebuilt and immaculate stage rally Morris Lubricants/Ralloy.com backed Escort Mk2. Their pace increased and were eventually rewarded with an excellent result – which gives them the joint lead of the B13 class, after Tim and Jack Waters retired their Renault Clio V6 (which was sporting a striking new colour scheme) with fuel starvation problems.

Graham Sherry/Sinclair Young crunched their way to the finish in a Weston Transport Honda that had a dodgy third gear, but it was still a good result in the near-standard double Scottish Civic Challenge winning car. Gearbox had been a worry for Kevin Harbour/Dave Tortoiseshell last time out in Belgium, but there were no such dramas this time in their class B10 leading Dovebank Motors Citroen C2R2.

Welsh pairing Mike Pugsley/Mark Clatworthy extended their commanding class B12 lead in their beautiful Escort Mk1 RS2000. A heavy landing cut the power on one stage, but otherwise it was a textbook run in the 1974 machine. Mike is married to a Northern Irish lady and he fulfilled a 25-year promise to come and rally on these wonderful roads, with accommodation provided courtesy of his mother-in-law!

Meirion Evans/Jonathan Jackson finished a very impressive fifth overall in his The Scan Station Fiesta R5, but the Melvyn Evans Motorsport pair were denied Protyre MSA Asphalt Rally Championship points after failing to carry the mandatory decals. A similar fate befell Stephen Simpson/Patrick Walsh in their Fiesta.



Images : Bert Verstraete

Carryduff Down Rally Continued from Page

Adrian Spencer/Matt Daniels had a turbo boost pipe come off on SS2 and in an effort to regain lost time had a massive 360° spin after a jump the first time through the signature Hamilton's Folly stage, which damaged the front and rear of their Red Industries Subaru Impreza WRC beyond repair. Brian Watson/Sean Donnelly also retired their similar Subaru with steering failure on SS5. It was also power steering issues which saw David Bogie/John Rowan retire their CA1 Sport-run ŠKODA Fabia R5, although they'd achieved everything they'd hoped for in what was a pre-Ulster Rally test.

John MacNiven/Graeme Kermode made a great start in their Subaru Impreza, moving up 10 places on seeding in the opening two stages. However, it wasn't to be the Mull pairing's day, as the gearbox failed on SS3 – while Berian Richards/Rhys Stoneman retired their Escort RS1800 in SS4. Richard and Pat Egger were hoping to close the gap in the B11 class in their Highland Cottage-backed Vauxhall Nova, but retired after SS3 with engine issues.

Richard Clews was co-driven for the day by Matt Edwards – who currently leads both the Prestone MSA British Rally Championship and Jordan Road Surfacing BTRDA Rally Series in the drivers' standings! They lost the rear spoiler after a landing on the opening loop, but sadly overheating problems were to stop their ITG Air Filters Subaru Impreza after SS8.

Daniel Harper (1st) said: "Considering the standard of the entry on the Down Rally, finishing fourth overall and first in the Protyre MSA Asphalt Rally Championship has to be one of our best ever events. From our point of view, it's all gone to plan – which is unusual in rallying! We've scored some good results in the past in front-wheel drive cars and it's taken a lot of effort by not just myself, but by my co-driver Chris and the entire team to get to where we are now in a four-wheel drive Mini WRC, so I'm very pleased. It's been a brilliant event, the stages were excellent and it's been very well organised – I take my hat off to all the event officials and marshals for putting on a very good and highly enjoyable event."

Melvyn Evans (2nd) said: "I'm happy enough to finish where we have done on our first event in a Fiesta WRC. The car is very different to drive than my Subaru, and I think we needed another day of competition to be really on the pace. Having said that, we had a good push through the final loop of stages and it felt really good. It was important for us to get the car to the finish and to not do anything draft – and we've achieved that without putting a mark on it."

Wayne Sisson (3rd) said: "We can't really compete on stage times against our World Rally Cars rivals, so it's a case of pushing as hard as we can and be in a position to benefit from any mishaps that occur ahead. It's great to still be leading the Protyre MSA Asphalt Rally Championship and to continue our great run, which now includes two third places and a fifth. We've scored on all rounds so far and the lowest score we have to drop is seventh, but if anyone near us fails to finish then that will be their second dropped score. The Championship is wide open and there is everything to play for in the last two rounds."



2018 Carryduff Folklift Down Rally Top 10 Protyre MSA Asphalt Rally Championship finishers

1. Daniel Harper/Chris Campbell	(John Cooper Works Mini WRC)	56mins 11.2secs
2. Melvyn Evans/Mark Glennerster	(Ford Fiesta WRC)	57mins 02.7secs
3. Wayne Sisson/Max Freeman	(Mitsubishi Evo)	58mins 32.1secs
4. Jason Pritchard/Phil Clarke	(Ford Focus WRC)	58mins 48.8secs
5. Barry Groundwater/Neil Shanks	(Mitsubishi Evo)	59mins 53.8secs
6. David Hardie/John McCulloch	(Subaru Impreza)	59mins 55.6secs
7. Philip Hopkins/Aled Edwards	(Mitsubishi Mirage R5)	1hr 00mins 16.5secs
8. Geoff Wright/Chris Sanderson	(Fiesta S2000)	1hr 00mins 37.5secs
9. Ross Brusby/Tom Murphy	(Ford Escort Mk2)	1hr 02mins 14.2secs
10. Rhidian Daniels/Tomos Whittle	(Citroen C1 Max)	1hr 03mins 31.6secs

<https://asphaltrallying.com/2018/07/21/harper-hits-down-rally-jackpot/>

Beverley & DMC Maple Garage Beaver Rally

21 / 22nd July

Beaverling Through the Dust

The Beaver was the second ever road rally I contested back when it was a winter event in 2009 and since then I have competed on it every year (except 2010 when it was cancelled due to snow). The Beaver is now one of the last bastions of plot and bash road rallying, my preferred format, and over the years I've had mixed results that ranged from losing all the electrics in Grosmont Ford, completing 90% of the route with only three brakes and still finishing second to blowing an engine up on the second test of the night. For the past year I have regularly been navigating for James Greenhough on Beverley Motor Club 12 cars and in doing so I have got to know some of the East Yorkshire roads quite well. It has also helped me become more accustomed to the sort of navigational handouts BDMC use.

After a successful and well received format on last years event the organisers decided to do similar again this year with a few added improvements. Based at event sponsors Maple Garage just outside the village of Sproatley crews set off at 21:30 and contested five "farm track" style special tests at three different locations before returning for first petrol at Maple Garage. After just over an hour break the more traditional "road rally" section started competitively off the garage forecourt with roughly fifty miles to contest before second petrol which included one more test. After petrol the night ended with six more tests before heading to the finish, a tactic employed to maximise competitive driving when darkness is at a minimum.

For my ninth Beaver I was back alongside Stan Featherstone for what would be my first outing in his recently acquired Ford Fiesta ST. The car is a serious bit of kit, a Group N Stage Rally car with interior trim re-fitted and sponsors decals removed. It has a full multipoint weld in roll cage, wrap around bucket seats and six point harnesses so it feels a very safe place to be. As it was run in Group N the engine is completely standard but mated to a five speed Sadev H Pattern Dog Box with LSD means what it lacks in outright power it makes up for in acceleration. The Reiger suspension and strengthened shell also mean it handles fantastically and mops up the bumps on rougher sections. This was the fourth outing for the Fiesta and Stan is still very much refining it to suit road rallies but with each event the car gets better as does his handling of it.

We had been seeded at 2 which I was a little surprised at given that multiple Beaver winner Phil Burton was at 3 and Matt Flynn who has won two events already this year was at 4, but none the less we would be trying hard to retain our position. The night started with a short test that started with a blast down a tarmac access road, 90R, 90L round barns, left hand 360 round a row of cones, PC then blast to the finish. We didn't get off to the best of starts as we struggled to see the cones and had to back up several times as we set a lowly 17th fastest time.

Continued on Page 33



Beaver Rally Continued from Page 32

Test 2 was longer and took us from the farm yard down a long gravel track back to the road. We used the same section last year and knew how good it was with some nice long flowing bends to really get the car sliding and a couple of long straights to finish. It was here we encountered an issue that would hamper us on most of the tests for the rest of the night, dust! For the majority of the test it was like driving in thick fog, especially down the straights where we had to back off to avoid missing any codeboards or going off. On Test 2 we were second fastest with Richard Hunter/Gary Evans 12s quicker. They were car 1 and with the course car 10 minutes ahead of them they didn't have any dust to contend with. Test 3 started with a 360 round some cones then another farm track blast and again we were second fastest, six seconds behind Hunter with Phil Burton/Ali Procter matching our time. Test 4 was another long test with several bomb holes that the Fiesta rode over with ease. I managed to blag a two minute gap but with no wind to blow the dust away we were again driving blind in places and forced to slow down losing a further five seconds to the flying Escort crew. Test 5 was a reverse run of Test 2 and the dust was at its worst. On the straights it would be clear in places then we'd suddenly be hit with a wall of dust and the option to go flat out into it blind or back off. We took the sensible option and chose the latter, losing another nineteen seconds to Hunter as we set second fastest time.

Back at Maple Garage interim results showed Hunter/Evans as leaders, 1 minute ahead of Stan and I with Burton/Procter a further 24 seconds back in third, Stuart Newby/Russell Waller fourth and Matt Flynn/Rob Jones rounding out the top five. There were some frantic repairs being carried out as the rougher tracks had taken their toll on some cars including ours as we had punctured a front tyre. We swapped it for our only spare and left the flat tyre in the tow car rather than carry the extra weight. Maple Garage is located away from any houses so as is now tradition competitors can set off flat out from the forecourt whilst the other crews watch. We knew we were going right and at the next junction was a commonly used grass triangle but other than that it was down to how quick I could plot. Luckily the first handout was simple grid lines that I plotted with ease. Rather than plotting the full handout I now just stay a couple of junctions ahead so I can call the bends. This not only means we are less likely to miss Not as Maps but also means Stan can push harder. Despite a minor overshoot down Jackie's Lane near Burton Constable Hall we still cleaned the opening section, as did most the field.

After the first of the droppers on the road we tackled Test 6 in Sand Quarry, a short test that had been used last year and again we were faced with dust seriously affecting visibility. This was the only test where the diagram wasn't very accurate and a couple of times I was lucky to catch sight of the codeboards. None the less Stan slid the Fiesta round to set fastest time by a single second. The final dropper of the first half for us was IRTC16 which took in some classic BDMC 12 car roads and we set 4th fastest times. At IRTC29 immediately before petrol we, along with Hunter/Evans and Burton/Procter stayed clean whilst the chasing pack dropped time on a section where Stan really showed what the Fiesta can do, even if the Michelins we were using were inducing some horrendous understeer.

At Petrol we had slipped to third with Phil Burton clearly pushing hard on home roads and snatched second place by a margin of 23s so we had it all to do on the final 6 tests. Test 7 was Wetwang Quarry, a test used numerous times in the past and the scene of our wrecked engine in 2016. The test started with hairpin right round the weigh bridge, a big 360 round a heap of stone with a codeboard to record (Stan ran it over), out the quarry and onto a long, fast gravel track down an old railway line with three more codeboards to collect, none of which we needed to lift for.



Continued on Page 34

Beaver Rally Continued from Page 33

Despite the back end getting a little wayward due to some rather worn out tyres Stan was pushing hard and we set 3rd fastest time behind Newby/Waller and Hunter/Evans but more importantly clawed back 16s on Burton/Procter. Test 8 was the same test in reverse (with different codeboards) and this time Stan threw caution to the wind and even with the reduced visibility gave it ten nil as we set fastest time, 5s ahead of Newby/Waller and a further 16s quicker than Burton/Procter to regain 2nd place.

Tests 9 and 10 were at another regular Beaver haunt, Peter Smith (of Swift Caravan's) back garden. Every year Peter allows his idyllic country home to echo to the sound of rally cars throwing up the stones from the gravel track round the perimeter of his garden and outbuildings, something I and the other competitors are very grateful of. By the time we reached Smith's it was 4am and the sun had started to rise. The test involves two loops round the gravel track then down a grass field edge to finish, luckily this year we managed to stop on the grass and avoided a repeat of last year where we slid into the next field. The test took just over a minute and we were quickest on the first run by a single second with a time of 1:06, then as we waited for our second run we had chance to watch some other crews thrashing round. It was a pleasant experience to be watching rally cars in the warm early morning sun and Peter and his wife had even come out to see how we were all getting on. On our second run we were 1s slower as the ever exuberant Jonathan Hoggarth set fastest time with 1:05. The event ended with a trip back to the Sand quarry but rather than using the short loop that made up Test 6 we used a long track that took us to a former landfill site at the back of the quarry. The track was a mixture of concrete and gravel with some nice flowing corners and a quick downhill approach to the finish. We set a time of 1:25, 5th fastest with Newby/Waller quickest again on 1:20 with Burton/Procter pulling back 2s on us. As we waited at the end before a return run we had a good vantage point and of the crews we saw the most committed was clearly Kris Coombes in the 1300 Micra who's no fear approach was stunning to watch. The final test was slightly longer and weaved through the sand heaps, thankfully the daylight made spotting the codeboards easy and again there was no need to back off for them. All that was left was a run back to the finish for one of the nicest breakfasts I've had in a long time.

Richard Hunter/Gary Evans emerged victorious having extended their early lead to 1:31 to give them a well deserved win, proving yet again that they are the crew to beat seemingly anywhere in England. Their road position on the opening tests had perhaps given them an unfair advantage but the fact they extended their lead from first petrol onwards showed they were the quickest crew on the night, regardless of conditions. We ended the night a very pleasing 2nd overall, just 8s ahead of Burton/Procter who were an impressive 3:33 ahead of 4th place Flynn/Jones. Proving the seeding committee know what they were doing Craig Burgess/John Pickavance ended the event 5th as the top 5 ended exactly as they started. The event had been thoroughly enjoyable with some superb tests, sensible plot and bash navigation and faultless organisation throughout. Whilst it felt a little strange to be doing so much in daylight BDMC made some very sensible decisions given the time of year. The issue of dust would usually be unprecedented during the British Summer and was totally out of anyone's control. Thanks of course go to Ian, Mike, Matthew and everyone else at BDMC for organising a very memorable event, to all the marshals that enjoyed a very pleasant, if a little dusty night and to Stan for showing he can throw a Fiesta round with all the gusto of the trusty 205. A few refinements are planned (mainly a hydraulic handbrake) and we will be back in action for the much anticipated Colman Tyres rally in September.

Sam Spencer : Malton MC





Report & Images SongaSport



Rowlands races to hill rally success

Paul Rowlands and co-driver Andrew Smith won the Welsh Hill Rally at Walters in South Wales after three days of tough competition.

The That's Motorsport-organised event started on Friday evening with two short stages which, in a first for UK offroad motorsport, were live-streamed online.

It was Bamber Bridge's Dan Lofthouse and Warrington's Tony Coid who were quickest after Friday's stages, holding a lead of four seconds over Peter Roberts and Anthony Brinkman with Ian Rochelle and Chris Hammond in third place in their Rivet.

Saturday was the longest day of the event and it proved to be challenging for many crews. Despite suffering a puncture on the first stage of the day Lofthouse continued to lead. By the end of the day Steve Hiatt and Ian McMahon had moved up to second in their Warrior, 44 seconds behind Lofthouse with Roberts in third, 11 seconds back. In the extremely hot and dusty conditions several crews were experiencing problems including Rochelle who retired his Rivet, Brian Chase who had a shaft puncture a hole in his Freelander's gearbox and Ken Powell who had engine problems on his KRS 206.

Both Hiatt and Roberts did not start day three which promoted Paul Rowlands into second in his Can-Am X3 and Ian Gregg and Adam Evans into third in their Polaris RZR. Lofthouse's day got off to a bad start with a throttle issue causing him to lose over two minutes and the lead of the event to Rowlands. Things were to get worse with a fire in his car on the final stage which forced him into retirement. Rowlands maintained his pace to take the win by 34 seconds from Gregg. With Lofthouse retiring ex-stage rally driver James Ford finished third in his QT Wildcat.

"It was a tricky weekend," said Rowlands. "We had some problems with punctures so it was a case of looking after the car and driving steadily to get to the finish."

Gregg commented: "I thoroughly enjoyed the weekend, it was a great event and I've loved every minute."

Ford, who was using the event as a test for Baja Spain event, said: "It's my first event of this type, I found some sections quite rough compared to what I've been used to in stage rallying. Other than an overheating problem the car was reliable, it's been a good weekend".

In fourth place, and winning their class, were Toby and Will Jefferson in their GSR 206. Robert Patton and William Bones completed the top five in their Land Rover Defender.

Further down the leaderboard there were several tales of battling the odds to get to the finish. The Insanity Racing crew of Jon Damrel and Nick Blundell had issues with their car in the days before the event so were pleased just to make the start. The event wasn't any easier than the preparations though, fuelling issues caused them to stop in stage two and then they had an engine which was overheating and blowing blue smoke for the rest of the event. They made it to the finish though, ending up in 20th place.

Former Freelander Challenge crew Michael Wilson and Ian Letman finished in 31st after a troubled day on Saturday when they had snapped engine mounting bolts which smashed a hole in the timing belt cover, bringing off the belt. However, with assistance from the teams of competitors Mark Jacques and Phill Bayliss, they were able to get the Freelander back up and running to complete the event.

The event was the first round of the two-event Hill Rally Championship. The second round will be the Borders Hill Rally at Forrest Estate in South West Scotland which will take place in November.



More success for Lynch at Pembrey

Wigan racer Tony Lynch bounced back from disappointment in the opening round of the weekend to secure a fourth win of the Autosport International BTRDA Clubmans Rallycross Championship in partnership with Toyo Tires season during a double header at Pembrey.

Tony and his Lucas Oil Team Geriatric team made the trip to South Wales keen to build on a third victory of the campaign at Blyton during round four - with the focus being to defend his lead in the Supermodified standings.

Saturday's fifth round would prove to be a tough affair for Tony, who finished second to rival Patrick Ryan in the three qualifying heats to secure second on the grid for the points scoring final.

Contact on the opening lap would ruin his chances of fighting for victory as Tony dropped to the rear of the field with a damaged car, but he recovered well to cross the line in fourth spot; securing vital points to add to his championship tally in the process.

The damage sustained in the incident left the team with plenty of work to do ahead of round six on Sunday, but a supreme effort ensured that Tony's Ford KA was ready and raring to go for the second day of competition.

Having been fastest of all in practice, Tony stormed to victory ahead of Ryan in the opening two heats to secure pole - even being able to miss the final heat so the team could carry out a precautionary driveshaft change.

From the head of the field in the final, Tony was then able to lead from start to finish to secure victory, managing the gap to the pack behind to ensure a fourth success of the season.

Tony retains his Supermodified points lead at the end of the weekend.

"It was a mixed weekend in terms of the results but it was good to end it with a victory," he said. "It was a close run thing with Patrick throughout Saturday and we were pretty even going into the final. I got the better start to lead into the first corner but then got a hit that put me off into the tyres and dropped me to the back of the field.

"In that situation, it was good to fight back to fourth as it meant we could salvage some points from it, and the boys did a fantastic job to repair the damage in time for Sunday.

"I was more determined than ever to fight for the win after what happened the previous day and from practice, we were right at the sharp end. We knew there was an issue with the driveshaft so it was good that we were able to sacrifice a heat to fix the issue and then reaped the rewards in the final.

"The results on paper will show it was quite close, but the reality is that I was comfortable out front and was doing what I needed to do to keep the field behind. I knew where I had to push and where I could take things a bit easier.

"I have to say a huge thanks to the team for their hard work this weekend as without them, I wouldn't have been able to challenge for a fourth win of the season. It's getting interesting in the title race and we'll be ready to come out fighting next time out to add to our win tally."



Photos Courtesy of Sarah Hall



Gemini Communications 2018 Events Calendar



RALLYING

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 2nd Sept

**Manchester
Nantwich Bike Ride**

Training Dates

FIRE TRAINING

**Sat. 18th August
Darwen Services**

Radio Operation TRAINING

**Date : TBA
81 C System
Accrington**

Golden Microphone Trophy 2018

After R11 : Greystoke

O/A	Call Sign	Operator	Score
1	G 23	IAN DAVIES	68 points
2	G 59	MAURICE ELLISON	60 points
3	G 50	DAVID PEAKER	50 points
4	G 25	CHRIS WOODCOCK	44 points
..	G 13	STUART DICKENSON	44 points
6	G 02	GRAHAM COOKSON	40 points
7	G 55	STEVE BROADBENT	39 points
..	G 04	IAN WINTERBURN	39 points
..	G 21	DEREK BEDSON	39 points
..	G 03	LES FRAGLE	39 points
11	G 19	JAMES ATKINSON	35 points
12	G 11	MARK WILKINSON	34 points
13	G 01	BILL WILMER	30 points
..	G 14	ADRIAN LLOYD	30 points
15	G 31	DUNCAN STOCK	29 points
..	G 48	PETER LANGTREE	29 points
17	G 33	JOHN ELLIS	25 points
18	G 17	ROBIN MORTIBOYS	20 points
..	G 56	TONY JONES	20 points
..	G 42	ROGER WHITTAKER	20 points
..	G 07	TONY & AVRIL LEE	20 points
..	G 70	DAVID MAINPRICE	20 points
..	G 19	JAMES ATKINSON	20 points
..	G 65	BRIAN EATON	20 points
25	G 24	PAUL HENRY	15 points
..	G 37	LEE SKILLING	15 points
..	G 32	BRYAN FLINT	15 points
..	G 09	KEITH LAMB	15 points
..	G 28	ANDREW TAYLOR	15 points
30	G 39	KEVIN JAMES	10 points
..	G 41	GERRY LUCAS	10 points
..	G 26	MARK DICKENSON	10 points
33	G 46	RAY KAVANAGH	10 points
34	G 25	GERRY MORRIS	5 points

Radio Mutterings

JRT Enville Stages

**Anglesey
1st July 2018**

In the current hot weather it's an early morning start to drive across to Anglesey for this popular Warrington & District Motor Club event, at least it meant a coolish start to the day, even if the respite from the warm weather didn't last too long. Once signed on it was time to get a post allocated, in my case the chicane / merge across from the pits and a chance to grab some breakfast courtesy of the organisers who also provided a much appreciated marshals goody bag and raffle draw.

The action started promptly at 09:15 with Car 1 roaring into the first stage, amongst a creditable 54 strong field. Almost from the very off things began to happen across the bone dry stage. Car 10 stops approaching the flying finish unfortunately locked in gear and in a dangerous position, so the stage has to be stopped, the first of quite some business for our two recovery teams of Gemini Recovery and Corsair Recovery. In the end the stoppage is only 21 minutes and the action resumes, although Car 26 is off at Junction 23 with a mechanical problem. A short while later Car 49 hits the lorry tyre chicane in front of my very hard. A quick 'safety' call to control is required as the front near-side wheel is jammed up in the arch and the car is stranded in the middle of the chicane exit. As the entire field has now started, the marshals manage to slow the cars down and safely direct them around the stranded car, cue another job for Corsair Recovery.

With fluid leaking over the circuit a bag of 'kitty litter' is called for and the marshals clear up the spillage. In the end 51 cars physically make it to the stop line, although Gemini 2 Graham reports one or two looking or sounding somewhat the worse for wear.

Once the recoveries are completed we get going once again with Stage 2 and although all who started finish the stage, we lose 4 cars between stages reducing the field to 47. A reasonably quick turnaround is achieved and the action starts once again with Stage 3, which sees us regain two cars and all once again make it safely to the end of the stage. Remarkably everyone is taking the correct stage route, at least through my point on the circuit, so nothing to really record as lap judge of fact (for once !!). The good fortune begins to fade in the next run as we see Car 31 stop with a broken engine mount, Car 55 off at Junction 15 and then right in front of me Car 51 rolls having clipped the tyre chicane, cue another 'safety' call into control. Thankfully the car rolls back upright, but there are a few tense minutes as the crew remain seated in the car. Thankfully both appear OK and with the marshals we safely get them both out of the battered car and safely across the grass

As the last car is already in the stage, once they are clear of the split, control rolls the full set of rally emergency services (Cam Rescue & medic) to both recover the car and also check the shaken crew over.



Continued on Page 39

Radio Mutterings
JRT Enville Stages
Continued from Page 38

Joining the party at my location once again is Corsair Recovery. The recovery crew are soon swarming under the stricken 51 and have it lifted, rear end off the ground ready to move off, that's when a rather critical problem err comes to light. Having lifted the car by the rear, they discover that the axle/wheels are locked solid !. Down comes the car and the crew reposition the recovery unit to correctly lift the car from the front, how embarrassing (good job nobody was watching). In the background to the photograph of the 'correct lift' you can just see Gemini Recovery lifting Car 55.

With 44 cars out of Stage 4, it is time for another change of stage layout and we get ready for the next pair of stages, with two cars rejoining back into the fight. Stage 5 sees a couple of cars struggle at the chicane, perhaps with grip problems as by now it's so hot the swarms of I believe Scottish midges down in Wales for the summer sizzle on my hot bonnet !. Problems continue out on the stage and Car 15 pulls off with gearbox issues at Junction 21, straight tow required and Car 27 at Junction 8. Unfortunately Car 1 then retires in the pits and Car 2 starts Stage 6. The gremlins at my location then strike again and Car 22 smoke pouring out of the car stops at my junction, cue another call to Bill and a request for recovery from by now my close friends in Corsair Recovery. It would be simpler next year if they just parked alongside me to cut down on the stage mileage !.

Recoveries complete we head to the latter stages of the event and Stage 7 surprisingly passes off without me needing to call for Corsair and Stage 8 is similarly uneventful, although by now only 40 runners are left out there. The recovery crew's day is not yet done and in the final pair of stages in Stage 9 Car 21 pulls off with steering issues at Junction 25 and then Car 24 at junction 8.

In the end a total of 36 cars make it to the end safely after what was certainly one of the hottest day's sports I've ever experienced. My appreciation goes out to the crews who did all of this in fire proof overalls and helmets on one of the hottest days of the year so far. The long trip home is witness to the fine weather as we crawl along the A55 with every sort of car, van, canoe, boat or caravan!!. Onwards to Cumbria for my next event.



GREYSTOKE STAGES RALLY
Sponsored by Legendfires

Another week and another rally, this time up the M6 and the West Cumbria Motorsport Club's Greystoke Stages, this year being the tenth anniversary running of this forest club-man event. Signing on as usual is just after service with Tony and Avril running Gemini Control, although even just driving the short distance from the public road kicks up huge clouds of that infamous fine Greystoke dust !. In light of the hot weather the marshals instructions for each junction advise of the forest fire risk and each junction is provided with foam and water extinguishers, just in case. Thanks to the WCMC and their sponsors a rather fine sandwich box of goodies are provided and are much appreciated.



Continued on Page 40

The Legend Fires Greystoke Stages

Driving behind another marshals car to my allocated duties at the 'triangle' junctions 14,15 & 16 and the dust kicked up means that visibility is next to nothing without any competing cars. After the usual parade of safety cars, including the MSA Safety Delegate who gets the now red flag treatment, we are underway with Car 2 at 09:09.

From the very first car the rooster tails of dust just hang in the air, even amongst the open forest areas due to tree felling as to begin with at least there is hardly a breath of air to be had. Tony in Control nervously asks is the dust clearing between cars and the universal answer back is pretty much "no", so the organisers plan to move to 90 second start gaps for the next stage, due to concerns as to safety. The challenging fast stage route and dust clouds soon claim their first victim as Car 14 is reported by Lion 19 as well off in a ditch at post 11+, a car that eventually needs moving before the next run by Lake 3 Recovery. In the end a total of 53 cars start the first stage and 52 somehow make it to the stop line.

After the brief halt to recover Car 14 to a safe location we start the next stage at 90 second intervals, with another run for Car 0 and the extended start times make some difference to dust problems. Strangely however different cars, even of the same model make very different dust clouds. Almost immediately there is a 'safety' shout from Gemini 70, "Car 5 off at Junction 6+, clear of stage...crew Ok...but car upside down !". At my location it's hard to see the marshals alongside me, let alone the cars and when Car 18 decides to spin or stop or do something, I can't see a damn thing. In the gloom all I see are three orange clad ghosts disappear into the dust, to then emerge a few minutes later as I hear the stalled car depart, all thankfully safe and sound. A little later Car 7 is reported as stopped in the middle of Junction 4 with Gemini 14, although a jammed started motor is soon resolved with a bit of muscle power. By the end of Stage 2 the marshals and I look like we have done a shift down the talcum powder mines of Albania, or wherever !.

It takes nearly an hour for the stage turnaround and we eventually start Stage 3 at 1pm, with the hot sun now adding to the misery of the Greystoke dust, don't you just love the British weather. Stage 3 for me provides some real entertainment as the bold and brave throw themselves into the triangle complex, trusting to their co-drivers instructions and individual skill, to take them safely through the tricky flick left right and onto the long fast straight. By now the heat sitting in the radio car is such that I retreat outside with the handheld radio to observe the cars through the junction and record their passage, reasoning that suffocating in the dust is slightly better than dying of heatstroke (if I was a dog the RSPCA would have rescued me by now). Stage 3 sees a total of 50 cars out of the stage, a number matched in the second run as Stage 4. Unfortunately due to the extended start times the organisers are forced to announce that there is only one more stage to go as we lose stage 6 due to time pressures, a difficult but understandable decision.

After moving to a much safer location the final stage for me sees the cars straight line through the triangle at breathtaking speed, throwing up huge clouds of new dust and debris. The final run proves more challenging for some than others and quickly we get a 'safety' shout from Lion 19 who has Car 9 stopped at their location with onboard extinguishers deployed. I think the whole safety team held their collective breaths as minutes later Lion 19 reports that the fire is thankfully out, phew. No sooner has Tony stood down the 'safety & above' message that we hear a shout from Sprite 6, "Car 36 off at Junction 18...straight tow required", a busy end to the final stage, but the action isn't over yet.

A final shout of the day from Les on the start line reports Car 48 on fire just after the start, maybe 'Trumpton' will be needed after all, but thankfully the fire is soon out, the stage stopped to push back the car through the start and the last few cars restart the final run. In the end a very creditable 48 runners complete the event in some of the most challenging hot and dusty conditions seen, this side of the Paris Dakar !!.

Ian Davies
Gemini 23 / MSA Radio Controller.





OFFICIAL RALLY LEGENDS ANNOUNCED

- Juha Kankkunen and Nicky Grist to be honoured on Dayinsure Wales Rally GB
- Celebrating the 25th anniversary of epic 1993 win
- Winning crew reunited in hallowed Toyota Celica GT-Four
- Interviews, autographs, selfies and live appearance

It is now 25 years since 'Flying Finn' Juha Kankkunen and his Welsh co-driver Nicky Grist won what is still remembered as one of the toughest and most challenging Rally GBs in the famous event's long-running history.

To mark the silver anniversary of that snowy and icy victory, a quarter of a century on Kankkunen and Grist will be honoured as the official 'Rally Legends' of this autumn's Dayinsure Wales Rally GB (4-7 October). Both will be present throughout the four-day FIA World Championship event, assisting with ceremonial duties, signing autographs and sharing their incredible memories with fans.

Most evocatively, perhaps, Kankkunen and Grist will be reunited in the cockpit of a Toyota Celica GT-Four – similar to the car in which they won back in 1993 – to lead a special Sunday morning parade of historic rally cars through the closed roads of Llandudno. The parade will be the perfect curtain-raiser to the rally's street stage finale which, for the first time in the UK, will witness the spectacle of World Championship motor sport on closed public roads.

Between the two of them Kankkunen and Grist won no fewer than 44 rounds of the FIA World Rally Championship – but few were more challenging and deserved than their hard-earned success on the 1993 Network Q RAC Rally.

Held late in November, that year's gruelling event was based in Birmingham with overnight stops in Lancaster and Gateshead. As tradition then dictated, the action kicked off on Sunday with a succession of spectator stages set at race circuits and stately homes throughout central England with the route then venturing out into Wales, the Lake District, the Scottish Borders and Yorkshire Moors before the battle-weary survivors returned to Birmingham late on Wednesday afternoon.

While there was nothing abnormal about a nationwide route, which included 35 speed tests totalling 340 miles of against-the-clock competition, the extreme wintry weather encountered ensured the 1993 RAC Rally would go down in the history books as one of the most daunting and demanding ever.

"They were the toughest conditions I have ever driven on in the UK," recalled Kankkunen who had won the RAC Rally twice previously in 1987 and 1991. "Driving on frozen ice roads without the spikes we used in winter rallies like Sweden made it very, very difficult. But we had a great event."

"It was absolutely treacherous," echoed Grist. "There was a reasonable amount of grip on the snow but, without studded tyres, those icy, frozen forest tracks were as hazardous as they come. Juha, though, was such a laid back character, brimming with natural talent – he took everything in his stride and, aside from getting away with one slight indiscretion in Yorkshire, it was plain sailing."

Kankkunen, too, was all the more relaxed as he had arrived in the UK having already safely secured his then record fourth World Championship crown. Grist, though, had missed out on the title having only joined up with the Finn mid-way through the season after regular co-driver Juha Piironen had suffered a brain haemorrhage on the eve of the Argentina Rally.

"The championship was already won but Juha really wanted to give me a first win on home soil – 'Boyoy, we will win this for you' he promised before the start," explained Grist who won again four years later, this time alongside Colin McRae in a Subaru Impreza. "To win at home is always very special but it was all the sweeter in 1993 as it was my first and the conditions had been just so treacherous throughout."

Now, 25 years on, the memories are all rushing back and both Grist and Kankkunen are thrilled that they will be sharing their amazing recollections with rally fans here in Britain.

"It will be a pleasure for me to come back to Wales again with Nicky; I'm looking forward to four days of fun and catching up with old friends," confirmed the tall, blond Finn who's now approaching his 60th birthday.

"I'm really looking forward to getting back into the Toyota with Juha and whizzing around the street stage in Llandudno," grinned Grist. "In fact, the more I think about it, the more I'm excited about the whole event."

Grist now owns the GT-Four which they will be sharing for the parade. Poignantly, it's the very car in which he and Kankkunen won their final rally together in Portugal early the following season.

While admission to the momentous new Great Orme Llandudno finale is totally free for all-comers, spectators can secure a grandstand view of the action for just £20 adult (£10 child) or, for great food and the best possible views, book a strictly limited Rally Xtra pass for just £125 adult (£90 child).

Tickets for the other 21 speed tests are now on sale with significant savings for those buying in advance. Adult admission starts at just £15 for the Thursday evening opener at Tir Prince Raceway with the premium four-day event pass remaining at £99 for the ninth successive year. Accompanied children aged 15 and under are admitted free to general admission areas.

Full information can be found on the official www.walesrallygb.com website and via the event's social media channels.

Hooked

My name is Daniel, I'm 14 years old and for as long as I can remember I have had a very strong interest in cars and motorsport. My dad and Grandad were fans of the Formula 1 and have always both enjoyed motorsport too, so I was brought up with a love of cars being in my blood.

With my interest for anything with 4 wheels becoming more of a passion than just an interest, my family and I came across the Under 17 Motor Club North West (U17MCNW) and were invited along to an event to see what the club was about.

From the 1st event we attended I was hooked!

we were pleased with how we were able to join as a family, even my 3 year old brother is a member. Steve Johnson informed us about what the aims of the club where, to make motorsport achievable, affordable and fun for the whole family, the various ways that we could all become involved, and the best of it was that I could drive from the age of 14.

You see, I find some things difficult. I have a diagnosis of Autistic Spectrum Disorder, Attention Deficit Hyperactivity Disorder, Sensory Processing Disorder and Dyslexia.

I can find staying on task and concentration hard to maintain. I struggle in social situations, can find communication difficult and can feel very overwhelmed if my senses are over stimulated. Yet, even when telling Steve all of this it was his mission to make me feel included, not judged.

I was able to passenger on our 1st visit. People spoke to me and made me feel welcome, and with us talking about cars which is something I loved, I found it a little easier. We joined the club that same day!

Since joining in February 2018 I've received marshal training, assisted with timekeeping, the setting up of events and also being a passenger for competitors. Now my dad competes and my mum carries out marshalling duties.

I have just been able to complete my 1st pre driver course in preparation for me being able to compete one day. On the day of my course, members of the club were wishing me luck and giving me positive encouragement. This really made me feel part of something, people wanted me to do well. My driving instructor was really friendly and patient and towards the end of the session i was able to drive the track.

My parents bought me a car for my birthday and my dad and I have been working on it together to ready it for competitions and to help me learn more about cars and the responsibilities involved with motorsport.

U17MCNW has helped me with my confidence. I'm building my self esteem knowing that I can develop new skills with people who are encouraging, supportive and very willing to help and teach me. When I'm taking part it helps me to stay focused, and I find it easier to concentrate on the tasks I'm completing because I really enjoy what I'm doing. I feel proud that at my age that I can take part in a sport and learn how to do it responsibly. I'm learning more about cars and how they work each day, which is helping to lead the way to the career I would like to follow in the future. I feel part of a group where I am welcomed and included. The other members make me feel comfortable which is something I find difficult in social situations. I feel I am growing as a person and am proud of what I can achieve. Without the U17MCNW and the encouragement they give to kids like me, I wouldn't be able to have this opportunity. The pre driver course has allowed me to carry out my hobby safely and to learn in the best way possible.

Thank you U17MCNW for helping me to thrive and grow into the person I want to be.



Daniel Millward-Jackson

Airedale & Pennine MCC

Production Car Trial 2018

Well you can call it a car trial but it will always be a PCT in my book. New fangled names for summat I've been doing for ages don't settle well with us old fellas.

Getting land suitable for trialling is amazingly difficult given the crinkly nature of West Yorkshire but we do have one site in particular that is usually available but only at short notice from the farmer. This makes planning championship dates just about impossible so although we get plenty of invitations we dare not lock ourselves into a situation where competitors may arrange family commitments around a list published six months in advance and then find that we get a late spring and the lambsies are still on 'our' hills. I can hear as I type, the gentle persuasive tones of Yorkshire farmers saying 'Gerrof my land or I'll set the dog on yer'.

So with a minimum of notice the event went ahead with eleven competitors who enjoyed the wonderful venue of Haw Pike Farm at Bolton Bridge in relative solitude. A gorgeous day and brilliant sections that were wide enough to get several buses up gave everyone a choice of line and pretty well all of them were tried.

The well known Yeller Dutton of Brian Colman showed every sign of being stood out all year in the garden. The usual pre-event close inspection, which equates to looking out of the kitchen window to see if it is still there, was conducted. Find the battery from under a pile of tyres in the shed, charge it over Saturday night and throw the seat cushions over the well established growth of moss in the cockpit. Of course, he took fewest penalties and beat the reigning PCT champion in his (also yellor) Mini. A kind old gentleman shared the Dutton to third place.

Lots of people had to miss this trial due to holidays and clashes with a number of other events but that is unavoidable given the vagaries of the English climate. More local land wanted, apply within.



Grass Production Car Autotest

Just for once we had a few weeks' notice of this event so the entry list of 25 was reasonably full given it was a Wednesday evening when the young folk were still at work and the oldies were already in bed.

Starting at seven pm the Clerk of Course had, with great help from the landowner, his son and a club member with a day off, laid out four tests on the shortish, dryish, smoothish grass.

Three tests could have covered the nine acre field but by sticking meticulously to MSA regulations somewhat less was actually used. A fourth test had a field to itself, to illustrate its size, a nice little housing estate would have fitted in it quite well.

The big bonus was that there were four Alpacas in the intended parking area when it was first viewed and on the night of the event there were five. Just as many folk gathered to see the new baby as watched the cars racing around in the next field. Welcome to baby Ollie.

I have tried many times to convince landowners that having us blast around on their rough grass does it good and I have offered examples of such to no avail but this chap welcomed us chewing his thistles up so it was a totally fresh experience for me.

With the usual PCA format of two goes at each of four tests, each round had eight runs per person. Two rounds meant sixteen runs for fifteen quid which was agreed to be very good value. It also allowed us to donate a significant sum to the charity of the landowners' choice.

The reigning autotest Champion was not in his lightweight special but he still won the first overall in a road car. Just for once the chap in the Yeller Mini did not get first overall but he did win his class.

Results and prizes were awarded at a local hostelry and in the balmy evening with us all sat outside we rounded off a splendid evening's motorsport.

All results are on www.apmcc.co.uk

Same again next year.



Airedale & Pennine MCC

Christmas Party and Annual Prizegiving 2018

A few years ago this title would have been perfectly appropriate, we held Christmas parties in the few weeks before Christmas like everyone else but then it was realised that prices and availability of function rooms were much more favourable in January so we moved the dates on a little. As folk realised they were still fed up of party food until March, we moved the date even further along. Then we sort of forgot to run the prizegiving for a couple of years and the topic came up earlier this year. So naturally we had a Christmas party in July.

The pub managers have been fantastic towards our club, we are allowed, or rather, encouraged to blast around their car park with a once monthly PCA from October to March, during which time we have been fortunate to have hard packed snow and ice at least once each year and that experience is a total freak out.

The place was painted and decorated out and our secretary bought lots of party trivia to dress up the tables so our delicious three course meal was the full experience.

A good mixture of old silver cups with dates going back to the sixties were supplemented with a few much newer ones and one was even returned after being won three times many years ago and retained by the driver. Another recycled one was first awarded for trialling in 1928 and it went to the club trials champion. A very satisfying use for a piece of vintage silverware.

Being a Yorkshire club we found the expense of hiring an entertainer was more than we wanted to spend so a laptop was cunningly linked into the function room system and in the background we had sixties to present day music at a moderate volume for three hours.

Our elder members gazed with mixed feelings at cups they had won whilst still in their youth, uttering phrases including, 'that one is a sod to polish' and other comments that are below the acceptable standard of language appropriate to this learned publication.

By two in the morning we were mostly exhausted due to staying up so very late so we jumped into our highly tuned, raucous rally cars and blasted once again around the country lanes, re-living the old days and hoping that the police had gone to bed too.

The previous paragraph is all lies, around midnight we crept politely into our quiet modern armchair-like conveyances and drove steadily back to suburbia. The pub had almost sold out of soft drinks as nobody dare risk their licences anymore. Whatever happened to the sparks flying out from underneath the Cooper S exhaust as it scraped on the tarmac or the wonderful noise of a Lotus Cortina on full chat between rows of terrace houses? I guess we must have grown up. Damn!



Liverpool MC & Kirkby Lonsdale MC

BARBON HILL CLIMB

7th July



RECORDS TUMBLE AT BLISTERING BARBON BRITISH CHAMPIONSHIP EVENT

In unaccustomed hot weather for Barbon's annual British Championship meeting, Trevor Willis and his OMS-RPE scored their second double run-off win in the space of a fortnight. On a day which saw class records fall like ninepins in the sunshine, the outright hill record remained intact although Willis's chief rival Will Hall qualified fastest for the opening run-off in with a class record breaking time that would stand as FTD. Neither Willis nor Hall could get close to this in the opening run-off, where Willis had to work hard to beat the Force-AER driver by just nine hundredths although his winning margin over Hall in the second run-off was a more comfortable half a second. Midway through the season, such is the progress of the leading duo in the MSA Hillclimb Championship that while it might be a bit early to say that the Championship is now a two-horse race, it's certainly beginning to look that way.

Jason Maurant, who had levelled with Willis in qualifying early on, maintained his strong 2018 challenge with third place in the opening run-off although fading to fifth later on. But the margins are narrow on the fast and picturesque Cumbrian hill, one of the shortest in the Championship, and the Jerseyman still ran within a second of Willis's winning time. Dave Uren's bid to get back into contention after the loss of the two early Harewood rounds gained momentum and after a strong opening foray to run within a hundredth of Maurant, he qualified the ex-Groves Gould-NME on 'pole' for the second shootout, going on to finish a mere two hundredths behind Hall. Once again, handling problems left Wallace Menzies struggling to get amongst the front runners and he could only manage fifth and fourth places, despite matching Hall and Uren's 129mph charge into Lafone Hairpin in the second run-off. Despite being eleven mph slower, Robert Kenrick was devastatingly quick everywhere else and another string of record-breaking times earned the 1-litre Raptor-BMW driver a couple of sixth place finishes.

Seventh place for Terry Graves in the opening shoot-out got the Gould-HB back into a 'number 10' spot on the series table, although the extreme heat meant that he struck trouble during the second qualifiers after hitting a stretch of patched up melted tarmac on the approach to Richmond. He gathered up the ensuing slide and, convinced he'd had a puncture, toured to the top. His fears were groundless, but they cost him a possible qualifying spot. Kelvin Broad levelled the supercharged Pilbeam-Suzuki with Nicola Menzies' Gould-NME in first qualifying, going on to chase home Graves in the first run-off and finish seventh in the second, followed at arm's length by Nicola, now well in the points after finishing just out of them in the first run-off. The final points scoring positions early on had been taken by the other two 1100 racers in the lineup, Darren Gumbley's Force TA and Simon Fidoe's Empire Wraith, ninth and tenth each time. In the second shoot-out they were joined by a fourth, Harry Pick, who gave the new OMS 3000M its British run-off debut. He finished out of the points, as did Andy Bougourd, but the Guernsey garage owner was nonetheless delighted to qualify twice for a British run-off after seven years away from the sport.



Continued on Page 46

Barbon Hillclimb

Continued from Page 45

After all Liverpool MC's hard work in installing drainage channels and access roads to combat Barbon's perennially wet weather, which had even caused the cancellation of last year's British Championship event due to a waterlogged paddock, it was ironic that the weather should be some of the driest and hottest seen at the picturesque Cumbrian venue for many years. In the class runs, National A contenders, now so accustomed to running in the wet at Barbon, made the most of the opportunity to rewrite the record books. This started in the very first class, where Hillclimb Leaders aspirant Richard Brant boosted his series points by twice lowering Paul Webster's 7-years-old Roadgoing 2-litre record, ending up almost a second and a half inside the old mark. Unfortunately, the Clio driver was the only entrant so his points score suffered as a result. In the over 2-litre class, Chris Berrisford was under Tony Bunker's Nissan GT-R record each time with his Impreza and Justin Andrews got close to it, although an understeering trip into the Lafone Hairpin outfield in his reshelled Impreza blunted his second attempt.

Neither class winner John Pick in his Subaru-based AMS Murtaya, or Westfield-Vauxhall driver Jerry Neary, sole entrants in the Specialist class, could get close to Allan Warburton's record, but although there were two entrants in the first of the ModProd classes, top Leaders contender Gavin Neate and Eric Morrey, out for the first time this year with his turbocharged Imp, staged a tremendous duel. With both drivers under Andy Russell's record on every run, Morrey turned the tables on the Peugeot driver second time up to snatch the win, and the record, by a hundredth of a second.

Sharing Berrisford's Impreza, but running it in the over 2-litre Modified class, Steve Darley took the 2-car class from Geoff Twemlow's somewhat off-song version. In the Modified Specialist class Andrew Griffiths, returning after rapid repairs to his Caterham-Suzuki following chassis damage at Doune a fortnight earlier, ran inside David Newton's 2000 record on each run to regain his grip on the Leaders Championship. Chris Howard-Harris and Barbon debutante Lynn Gilbert followed the bike-engined car home in their K-Series Caterham. Mike McDonald powered his unique Mini Evo to the head of the Sports Libre class but 1988 British champion Charles Wardle, returning to Barbon for the first time since his Championship year to drive David Seaton's Pilbeam-BMW V8, was delighted to close to within a couple of tenths of his benefactor.

True to form, Robert Kenrick lowered Simon Fidoe's 1100 racing record on successive runs, his final shot almost three quarters of a second inside the old mark. Darren Gumbley came closest, albeit at arm's length, while both drivers, plus the third placed Fidoe, made the run-off cut each time joined by Harry Pick for the second one. Old rivals Phil Perks and Graham Kerwen made up the Formula Ford class, Perks in charge by just two hundredths after the first run in his Royale although pulling out a fraction more later to clinch the win from the Van Diemen driver.

Hillclimb returnee Andy Bougourd warmed up for his first British run-off appearance in a long while with a class win in the 1600 class, leaving Mark Schlanker and Jim McDiarmid to battle it out for second place, split by a tenth. With potential front-runners Richard Spedding and Paul Haines non-starters, the door was open for Kelvin Broad to take the 2-litre forced induction class in his Pilbeam-Suzuki MP101 from Lee Griffiths' troubled OMS-Suzuki; a gearshift glitch halting the car on his opener and ruining his qualifying chance later on.

Will Hall's over 2-litre class record early on turned out to be the day's best time and, of course, earned him the class win ahead of Dave Uren, but with Jason Maurant and Trevor Willis tying at the break, it was Willis that got the nod for third place on aggregate.

Continued on Page 47



Barbon Hillclimb **Continued from Page 46**

Running solo in the pre-72 Sports and Racing class, a second appearance by Graham Curwen saw the local man wheel out his superbly re-stored Buckler-BMC Mk5 that had first appeared at Barbon in 1953, driven by John Cookson.

Seasoned competitor John Wadsworth (son of Edgar, who competed at Barbon in the 1950s) took the first win in the B licence section of the meeting, his standard MX5 almost two seconds clear of Peter Messer's similar car. Steve Murphy won the 2-car 1400 Modified Saloon class in his road/rally Mini, ahead of son Nick in his second ever event. Nigel Trundle led the 2-litre class throughout in his VW Scirocco, John Pilner elbowing past Shane Dyson's Renault 5 Turbo to snatch second place in his Fiesta ST. Raymond Worrall extended his lead over Ken Morris's MX5 to take the 2-litre sportscar win by half a second.

Running his Porsche Boxster in the Roadgoing 2-litre sportscar class, Simon Butterworth demolished the record to win from late entrant Michael Woodhouse's Toyota Celica, while Michael Bellerby ran a second clear of Anthony Middleton to take the first of the Kitcar classes in his Sylva Striker, leaving 2016 Liverpool MC Speed champion Nigel Fox to run on his own in the larger capacity class in his Caterham-Zetec. Also running on their own were veteran driver Robert Holt, aboard his super-charged Lotus Elise 111R, and Mark Davenport's Sylva J15. John Mansfield, who had attended the first Barbon hillclimb in 1950 at the age of 12, also ran solo in his 1927 Austin Ulster replica. At the other end of the scale was Barbon first-timer Steve Chaney-North, another to take an unopposed class win in his Vauxhall powered rally Escort Mk2.

The best supported B class, with seven entrants, was for pre-88 Roadgoing cars. Gilcrux police officer Peter Garforth led from the off in his 140bhp Skoda Estelle 'Snotty', but Jim Wright powered through from third place to take the eventual win in his evocative Vauxhall Chevette HS. Among the MGCC Speed Championship entry, Jake Wolf led throughout in his Midget after an initially close duel with Ian Howlett's MGF Trophy.

So ended one of the hottest Barbon events for years - even warmer than the June meeting - enjoyed not only by the competitors but by the large crowd who came to watch the picturesque Cumbrian hill's annual display of British Championship hillclimbing.

It's hard to say why the event has never drawn a particularly large HSA entry except perhaps that it's perceived to be a relatively far-flung venue. It is however very easy to get to, being just 15 minutes from J36 on the M6 and once there, the journey is well worthwhile, even from West Sussex, as HSA chairman Chris Howard-Harris and his co-driver Lynn Gilbert showed!

Thanks must go to the joint efforts of the organising teams from Kirkby Lonsdale MC & Liverpool MC for continuing to promote events at the superb but little used venue and special thanks to the marshals and particularly the hard-working startline crew for their sterling work throughout this record-breaking and extremely hot event.

by Jerry Sturman

*With acknowledgements to the
Hillclimb and Sprint Association's SPEEDSCENE
magazine.*

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



Liverpool MC Aintree Sprint 30th June



Record Breakers!

Driving towards Aintree there was nary a cloud in the sky. As I parked up adjacent to my accommodation for the day I was pleased to feel a cooling breeze. A near capacity entry with some interesting cars making their debuts along with the club's stalwarts indicated another great day of sprinting lay ahead. Replacing April's Caterham Academy newbies were a mix of novices and old hands in the Lotus 7 Club Championship. In the racing and classic classes there were some serious challengers to class records whilst the outright record could be under threat. The rising temperature may have a bearing.



Kicking off the timed runs were the Standard classes. Colin Duncalf was back with his MG ZR and took a solo win. In the up to 2-litre saloon class it was again a Gorge Clio benefit. Paul again took the class win with his dad Doug second whilst Bob Jones brought his "shopping trolley" Mazda 3 home in third. A couple of the protagonists from Barbon were present for the 2 litre Standard Sports Car class and as at Barbon John Wadsworth took the win from Peter Messer in their MX5s.



In the Up to 2 litre Road-going class 1A Russell Thorpe in Doris (his faithful Renault 5GT Turbo) went one better than in April taking the class win with Nigel Trundle (VW Scirocco) second and Karl Wilson (Renault Clio) third. In Class 1C the current class record holder Andrew Cottrill blasted his Impreza to a new record on his first run but the car gave up the ghost on his second and he retired with the class win. Michael Mitchell and his dad Bill were second and third in their BMW Mini. In Class 1D for the Up to 2 litre sports cars it was a Honda S2000 1-2 with Michael Thornton first and Ray Worrall second. Third went to Phil Howarth in the first of the MX5s.



In 1E for the over 2 litre sports cars Robert Tonge was back with a vengeance. Having set a new class record in April with his Arctic white Audi TT Mk 3 he set about clipping some more time off. On his first run he snipped one hundredth off and then on his second he trimmed a further 0.11 off his 'new' record. Could he make it three records in a row? On his third run the launch off the line was near perfect. He was up on the clock at Beechers and then stopped the clocks at 47.81 a further quarter of a second shaved off. It was a superb performance from a talented and determined driver.



Daniel Hollis, who chose to bring his Porsche 911 Carrera S rather than the Caterham, held second place throughout setting his best time on his third run. Paul Collier in his BMW Z4 was third as he held off challenges from Bill Campion (TVR Tasmin) and Emma Williams (Datsun 350Z). In 1F Phil Wood won the Elise battle again with Steve Wilson once more in second.



Continued on Page 49

Aintree Sprint **Continued from Page 48**

Into Kit Car territory and with April's class 2A winner being Porsche mounted at this event, who would step up for the win? Leon Franks led after the first runs in his Striker with Andy Taylor second in his Caterham. Leon failed to improve on his second attempt so had he left the door open? Andy Taylor got a good launch and was closing in however, it all went wrong at Beechers when the car veered offline and Andy became a passenger. Thankfully Andy was OK which is not something you could say about the Caterham! Bill and Carol Stevenson both set PBs as they finished third and fourth in their Westfield. Funnily enough all four runners set their best times on the first timed run. Into Class 2B; once again Nigel Fox was on top throughout in his Caterham and he improved his times on each run. Sean Bourn took second in his Car Craft Cyclone with Richard Houlgate (Westfield) third. Fourth place was taken by Robin Grimwood who was moved into the class with his 'new' Ginetta G40 circuit racer. Rob Holt took a solo win in 2D with his super-charged Elise.

In Mod Prods where there was a sparsity of entries. In 3B John Moxham took a solo win in his trusty 205. In 3C Graham and Tracey Kearsley had a newly prepared Impreza and were in Mod Prod for the first time with their 'new' car. Graham took the win as Tracey gradually got used to the 'beast'. In 3E the three entries wilted down to just the one leaving David Welton to take a solo win in his TVR Tasmin. John Loudon's Westfield was the only runner in 3F yet he still managed to get the motivation to break his old class record on his first run. His second matched the old record and he was inside the old record again on his third attempt. Chris Griffiths took a solo win in 3G with his Millington powered Westie. In 3H all three entrants turned up and it was an interesting battle. Chris Boyd in the Bingley Special (aka a Sylva Riot) led throughout setting his best time on the third run. Harry Moody held second throughout just keeping Mick Dent in third in the battle of the Megabusas.

Into the Racing Car classes; In 5A Chris Jones set the pace in the "Team Chris" Force TA he shares with Chris Bennett. Jones matched his first run time on his third run as he finished 0.37 off the record. Just 0.6 adrift of the Force was Craig Powers who set a new PB on each successive run. Eve Whitehead fought back from fifth to take third place with Daniel Williams in the diminutive Jedi 600 fourth. Geoff Ward swiftly set the pace again winning the Formula Ford 1600 scrap with Phil Perks in the elderly Royale second and Graham Curwen third in the Van Diemen. The Ibbotsons in Peter's Sparton were fourth & fifth as Chris just beat his dad to the line.

In Class 5D Glyn Sketchley took a solo win in his turbocharged Force before John Graham rolled up to the line. The Gould driver was aiming to break the class 5E record of 35.82 which is also the outright record. Graham's first run was superb. Not the fastest launch but he was pinpoint accurate on his lines and set a new PB of 35.94. His second run saw a slightly slower time but this may have been due to him getting a re-run after a timing glitch. So, it was all down to the third and final run after much time had been lost with the Caterham incident. John's launch was the best of the day and he rocketed into Country Corner however his speedier approach caught him out and a spin exiting the turn meant that he would have to wait until September for another crack at the record!



Continued on Page 50

Aintree Sprint **Continued from Page 49**

The Classics then migrated to the line. In the road class (6A) Andrew Webber was determined to take his first Aintree class win in his Elan S2 and posted consecutive PBs, however leading the class after the first set of timed runs was Alan Wilson in the Big Healey. Webber then posted a new PB to go into the lead and was even quicker as he started to dominate proceedings. Pete Flanagan took third in his immaculate Mini on his first competitive sortie at Aintree. In the Racing car class (6B) the usual suspects had a new car joining in. Jonathan Baines had replaced his rapid FF1600 Merlyn with a very smart FF2000 Royale RP30. The young teacher from Millom put in three sub 49 second runs to take the win ahead of Malc Evans (Mallock), Les Procter (Elva) and Edward Lea (Lotus).

We then moved onto the guest championships and first up were the plethora of Lotus 7 Club Speed Championship classes. Richard Abraham, despite a second run aberration, was the class act in Group as he led home Crispin Scott and Ivan Pullen. In Group 2 Paul Collins led throughout with Clive Marsden and Rob Clay in the other 'podium' places with the three covered by quarter of a second. Matthew Bramall, Graham Howard and Chris Whitlow completed the top six all within 0.65 seconds! In Group 3 Richard Price emerged victorious after dropping to third place at one stage whilst Robert Jacobs just finished second ahead of Phil Matchwick – again just 0.51 covered the top three. In Group 4 we had just two runners after a couple of no-shows. Michael Cocker just beat Justin Dobson by an amazing 0.09 seconds. Jeremy Davies took a solo win in Group 5 whilst Shaun Elwell took Group 6 ahead of wife Gill. Dave Gemzoe took the final class, Group 7, on a solo run which established the class record!

Next were the MGCC runners; Richard Watkinson's lightweight Mod Prod Midget took the win with Nick Arnold and Graham Cherry in their ZR160s second and third. Ian "Harry" Howlett was fourth in his MGF and David Coulthard fifth in another ZR160 – 2nd to 5th covered by 1.23 seconds. There were six Morgans next and their battle on scratch times saw Simon Baines lead over the line from Clive Glass however, the class results are based on target times and it was Simon Ashby who beat his Target Time by 0.6 to take the win in his Plus 4 with George Proudfoot in the 1939 Series 1 Flat-Rad beating his Target Time by 0.4.

Just two Triumphs pitched up to contest the Revington TR class and Shaun Roche in his BTCC Replica Dolomite Sprint took the win on his first visit to Aintree with Hamish Roscoe's 1959 TR3A in second with a new PB. Geoff Mansfield then took a solo win in the Jaguar driver's club class at the wheel of his lovely Kougar Special.

The final class of Austin 7 Bert Hadley Contenders mustered just three entries. Ian Bennett took the win in his supercharged Seven with a super new PB, Gerald Mullord was second in the Hamblin Cadet bodied Seven and Clive Pearce third in his neat Special constructed from mainly 1936 bits and bobs!

Despite the Outright Record staying intact there were three new class records (one of them broken three times!) plus 84 drivers set new Personal Bests. Despite 'losing' a run the event was again well organised and a huge thank you has to go to the marshals who were out there in the blazing sun all day!

Will the record stay intact on September 1st? It may well depend on the weather but I'm sure we will have another cracking event for all concerned.



Report by Steve Wilkinson
www.facebook.com/Sprinty

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

My Daughters Wedding over and done with so I can get back into Motorsport. The first weekend of the month had me at Aintree Sprint on the Saturday. Back at the end of April I had marshalled my first Aintree Sprint and was very impressed with the slick turn around of cars. It seemed that I had a car passing my marshalling point every 20 to 30 seconds. Well impressed.

However, on this visit there was a change in Radio Controller. The replacement controller experienced several communication difficulties. Frustrating just to listen to but one or two of them had us in tucks of laughter at our post.

Liverpool MC had Gazebos at all the Marshalling Posts and copious bottles of water to protect us from the ravages of our super summer.

After the Aintree sprint I leave Liverpool and use the Mersey tunnel to make my way to Anglesey. It is ages since I last used the tunnel and I am surprised at how cheap it is. I arrive at Ty Croes around about 6pm and after signing on make my way to The 'Circuit Office' Area where Wallasey MC are camping out in force and then Marshalling this little complex of outfield roads on the Sunday and I join them for a BBQ. I get away to my hotel about 9 (ish) and return on Sunday to the same complex of roads as Radio Marshal. Its hot and sunny and it's a debate whether to sit outside or stay in the car. I opt to stay in the car and wind the Air Conditioning up. Parked next to me is Gemini Recovery in a Landrover. They dont have the luxury of Air-Con and they are slowly melting until a breeze picks up and improves the situation - very slightly. A few offs, breakdowns and one WD to keep us busy at this location in between stage turn-arounds with plenty of WMC members to move things about as required.

The Second weekend of July (7th) has me at Barbon Hill-climb where I am joined by Steve Lewis. Once again we have Gazebos and water a plenty to save us from de-hydration (considerate lot this Liverpool MC) and expenses too. A few spins and one biggish off at the hairpin and because of the weather lots of Class records broken. The Ice Cream van made a killing.

Sunday the 8th and I am off to Greystoke with Matt Hewlett. We are allocated the same junction as last year which is magic. A largish parking area for spectators, but this year it is a 'No Spectator' event and therefor very few spectators to deal with. The other advantage with this location is the Sector Marshal who always mans this particular point. He and his group of Marshals (Wife - Chief Cook & lots of mates) always arrive complete with Gazebo, Tables & Chairs, various Camping Stoves and plenty of Bacon, Sausages, Burgers, Coffee & Tea and cake, all of which are in constant supply.

Whilst I do 'Safety Radio' Matt Hewlett (who was supposed to be doing the event until Friday night when the car developed a fault) took photographs and brought me refreshments from our hosts in between stages.

The dust was a major problem for the competitors and after the first stage we go to 1minute and 30sec starts which eventually results in the organisers losing the final stage. There is a very slight breeze and we are lucky that it takes the dust away from us. Other marshals were not so fortunate. We also get a visit from Pearl Wilson (Malcolms Mum) who is a very active member of the organising club (a few years ago when I was navigating for Dan Hurst, Pearl was still out competing as a driver on the same WCMSC 12 cars).

Grumpy Old Git

Still Wittering On & On & On



Continued on Page 52

Grumpy Old Git **Continued from Page 51**

It looks as though the long hot and dry spell may have come to an end. The much needed rain has arrived at long last and has arrived in time for the summer holidays! The sunshine has been good whilst it lasted and at Clitheroe we took advantage of the balmy summer evenings and had both club nights & a committee meeting outside. I might be wrong but it will probably be another 30 or 40 years before we can do that again. Back in 1976 we had a somewhat similar summer and we lost some Forest Stages because of the risk of fire but back then we went and ran on farm tracks instead of in the woods (very much like some of today's Targas) rather than cancel the event. I doubt that could or would happen these days but so far the risk of fire in the forests does not seem to have raised its head.

Sunday the 15th and I pick young Mr. Hewlett up bright & early for a trip up to Eastgate (Alston & turn right down Weardale) to Marshal on Hexham & DMCs Northern Dales Classic.

HUMPH! My prediction / Forecast of a return to the usual British rainy weather lasted all of a day. Back to Hot & Sticky at Eastgate but quite a stiff breeze does help. We are running the Start of test 2 and are downwind of Test one and have to suffer their dust all day long (not as bad as Greystoke though).

The following weekend it is the Beaver Rally starting as usual at Maple Garage in Sproatley. I drive across to Bolton-by-Bowland and meet up with Stephen Holmes (he was seeded at car 13 for the Beaver) Stephen had had to withdraw when his new (Ex Dan Willan) Proton had a rear tow in problem and couldn't be fixed in time and so joined me to marshal. We get given one Special Test Finish and two timed to the second Intermediate controls. The last control of the night was at the entrance to a farm. When we arrive the road is lined with cars. There is a Big Party / 'Festival' (Festival was what it said on the sign at the farm lane entrance) going on at the farm. It got a bit interesting at times. We are finished with our marshalling duties by 3am and the pub does not open until 5:30am for breakfast so we go to spectate on the last test. Very dusty for everyone other than the first car into the test.

The last weekend of the month. I was going to go to Marshal at 3 Sisters for the Longton & DMCs Sprint but then had my mind changed for me by Matt Hewlett who was competing on the 116 Targa Tracks sat in with Steve Head and he needed to supply a Marshal. (he also needed a lift there and back)

Another early start. (why is every event this month a million miles away from home?) and we have a good run down. We meet up with Steve Head and have a brief envious look at his droop snoot RS2000. Steve and Matt are running at car 17. They are right behind Ronnie Beecroft in another droop snoot RS 2000.

I was allocated Test 6 to marshal. What a cracker of a test. If all the other test are only half as good as this one then this must be one of the best Targa Rallies to do and you can understand why this event filled its 100 car limit in less than an hour (and had a reserves list big enough to fill most targas) The first test is at the Kart Circuit (Similar to doing Rowrah) Ron Beecroft finishes this test and promptly loads the car on the trailer and goes home - I don't know why. Steve and Matt set respectable times but after test 6 the engine starts to miss-fire. Even with the problem they manage to pick up first Expert Historic & 16th O/A

I really enjoyed reading 'Chairmans Chat' this month. Good to read someone else going off on one other than me. Perhaps I can get Les to take over the 'Grumpy Old Git' column in future issues.



Northern Dales Classic



Dan Sedgwick/Sam Ambler - Beaver Rally



Who Remembers When New Cars Didn't Even Have Heaters?

Quite a few of you I'd guess? I certainly do. One of the biggest changes I've seen in almost half a century in the industry is the vast increase in items now standard which were either very rare or unknown (because they hadn't been invented yet) 50 or 60 years ago. And it's not just heaters Automatic transmission is now fitted to almost half the new cars sold in the UK. Many larger and more expensive cars aren't even offered with a manual gearbox. Air conditioning is now the norm rather than the exception. Cars park themselves, are not far off driving themselves. They tell you when they need a service, fuel, oil, water or air in the tyres. And it's not just cars. Commercial vehicles are following close behind with traffic congestion making automatic transmission a popular choice and the other "extras" now standard on cars becoming very popular. This week we took an order from a local business for two small Citroen Berlingo vans. One of the cheapest vans on the market at around £10000 + VAT, but you still get as standard air conditioning, cruise control, electric windows, rear park sensors and satellite navigation!

Manufacturers make a great deal of money on optional extras charging far more than the real cost, so as more items become standard they have to find new options to part the customer from a bit more cash. At the top end the average Rolls Royce customer spends over £50,000 on extras. Ferrari buyers spend around £30000. How? Well on your new 488 metallic paint is £2500-£7500. You can have either a red or yellow rev counter at no extra charge, but if you want a white one that will be £592 please. A leather rear parcel shelf is £1722, electric seats £2368, fitted luggage £4198. Navigation (standard on a £10k Citroen van remember) £4198!

You will have read that Mercedes are paying Lewis Hamilton up to £40M a year for the next two years. I think they are funding this by flogging options to buyers of their top end cars. For example if you want a big S Class saloon and find the standard specification inadequate, even though that can be around £180,000, how about these extras: Exterior carbon fibre trim £5000, ceramic brake discs £7000, nappa leather £6890, individual rear seat pack £6000, rear luxury lounge pack £4595 and surround sound system £6430. NOW you've got a proper car!

Good news is that nobody I can find charges for a heater these days.

Half Time Report

With the year half over how are new car sales going? Well badly is perhaps the best word. Overall sales are over 6% down on last year. Diesel sales are 30% down, petrol up 11% and electric/hybrids up 24%. Even after this growth electrics and hybrids only account for 5% of total sales.

Ford whilst still market leader are down by over 13% in a market down 6%. They expected a bad year because of the disruption caused by the introduction of the new model focus but it's been worse than forecast. I hear the cost cutting axe is being swung in Brentwood. Vauxhall are doing just about as badly but worse are Fiat and Nissan both a staggering 30% down on last year.

Amongst the prestige Germans BMW are fighting back, now just ahead of Merc and 3000 cars ahead of Audi. This will be an interesting fight to the finish, I can see the December pre registrations already. At the top end some interesting differences. Aston Martin 30% down, Bentley 14% down but McLaren (see below) 48% up?

McLaren Better On Road Than Track

While McLaren's F1 performances continue to be a source of embarrassment their road car division is entirely the opposite. They recently announced a £1.2 Billion plan to introduce 18 new cars by 2025 and reach annual sales of 6000 units. To put this into perspective last year Ferrari sold around 8400 cars. I don't think anyone except perhaps Ron Dennis would have forecast being so close to Marenello a few years ago?

Currently McLaren have 86 dealers spread over 31 countries. To support the planned sales growth around 20 new dealers will be appointed and sales will start in countries like Russia, India and several in Central and Eastern Europe where McLaren are currently not represented. By 2025 all McLarens will be hybrid or pure electric and they are as part of this developing a lightweight superfast-charging battery system that will have over 30 minutes range on a race track, never mind on the road.

Surely a British success story to be proud of?

Ford Switch On Internet Buying Channel

This week Ford launched a new internet buying channel called (with enormous imagination) "Buy Online". Using this customers can be quoted for the car of their choice both for cash or finance purchases, have their part exchange valued and arrange delivery either direct to their home or business, or via their local dealer. So in simple terms this system does everything a traditional dealership does except the test drive.

Quite how the dealers are being compensated I don't yet know, but I imagine they will be far from happy. Whilst well over half of new car buyers use internet research in their buying process, currently only 2% actually buy online. With Ford and others now offering this facility this number can only increase.

Margins are wafer thin for volume manufacturers and they have long looked enviously at the margin they give to their dealers. Retaining some of this "in house" can only be good for Ford etc, which means only bad for the dealers? Ford less than 20 years ago spent many millions of pounds buying up a lot of their largest dealerships which now trade under "Trust Ford" in London, Birmingham, Bristol, Northern Ireland, Lancashire, Yorkshire, and Jersey. Recently they have started to reverse this process, selling 3 dealerships in London and Essex with more reportedly "quietly" being offered for sale. Wonder if Ford can see the future of these dealerships more clearly than those who are buying them?

MINI Becomes More Mini

One of the criticisms levied at Mini since it was relaunched almost 20 years ago is that the cars aren't actually that small. In fact some of them are pretty large. Another negative comment is that the brand has been slow to move towards electric or hybrid power. Now both of these problems are being answered but not by BMW/Mini themselves. Instead they have signed an agreement with Chinese car manufacturer Great Wall who will make a pure electric "baby" Mini in China for export to all markets including Europe. At 3400 mm long (just over 11 feet) this is about 10% bigger than the original 1959 Mini. This is far smaller than the current offerings and the BEV electric/hybrid Mini to be built in Oxford from next year.

The Chinese built Mini won't be available for another 3-4 years but when it comes will be far cheaper than the BEV model as well as far smaller. BMW have done the technology but will take advantage of lower Chinese production costs. A brand new factory is being built capable of producing "at least" 300,000 cars a year.

Paul Gilligan



pg@gilliganvehicleconsulting.co.uk

www.gilliganvehicleconsulting.co.uk

07785 293222

British Autotest Championship comes to Maryport



Two dozen of the top auto testers in the UK came to Maryport for round five of the British Autotest Championship on Saturday. This was a late change of venue as the event had been scheduled to take place at Dumfries under the banner of the South of Scotland Club, but the venue became unavailable and some quick re-arranging saw the event being run at the Maryport Business Park with Wigton Motor Club stepping in as co-organisers.

Autotesting is one of the most precise forms of motorsport and is one where rally champion Colin McRae started as well as top stunt driver Russ Swift and his son Paul who were both multiple champions. Some of the drivers taking part at Maryport also do stunt driving for Top Gear Live and the Grand Tour TV shows.

The venue proved very popular with the competitors with the available space being well used and it being a very smooth surface. There were no less than three past champions taking part and all the drivers put on a superb display of controlled high-speed manoeuvrability.

The event was dominated by the experienced drivers in their well developed autotest specials with past champion Malcolm Livingstone winning by nine seconds from Dave Mosey and Chris Chapman third. Local hot shod Jack Palmer who is sponsored by Wigton Motor Club was 16th and fourth in class with Peter Wright 18th and Stephen Palmer 19th.

It was certainly exciting to see such great driving and the amount that they were ahead of our best local drivers put their performance into perspective.

Graeme Forster : Wigton MC

Hexham & DMC

Northern Dales Classic & Targa Rally

15th July

ROUGHEAD RULES ON DUSTY DAY

On a scorching hot day with dust swirling everywhere, the BMW Mini of Andrew Roughead/ Kev Cousins stormed to a narrow win on the Northern Dales Classic, edging out the diminutive Riley Elf of Tom Hall/ Courtney Raylor by just 15 seconds, it was even closer for third spot with Craig Stamper/ Terence Peat just a single second behind Hall. A very full day saw the crews attempt no fewer than 20 tests, all within the former cement works complex at Eastgate in Weardale with the event running like clockwork without delays, a tribute to the organisers and their merry (Dusty !) band of marshals.

An excellent entry of almost 50 crews turned up for this NESCREO event and it was Hall who took an initial, narrow lead while the first retirement of the day when the Oglesby's a smart Opel Kadett made an early exit with steering problems. Hall/ Raylor unusually then picked up a wrong test penalty, this long second test catching out several crews. Quickest was the immaculate Nova of Michael & Mrs. Glendinning, Michael showing the same turn of speed as he had on the recent Shaw Trophy.

At the half way point, Hall/ Raylor led from the Mazda MX 5 of Hunter / Tyson with the rapid Ford Puma of Liam "The Legend" Charlton/ Luke Tait up to third. Jimmie and Alistair Knox retired their BMW here with engine problems and quite a few drivers were examining their tyres closely, the hot conditions ensuring rapid wear.

After another lap of 4 test which saw Hunter/ Tyson fall back with a wrong test and the usually fast Escort of Short/ Heath also incur extra penalties, Roughead / Cousins had moved into the lead. The Glendinnings retired here with the lady navigator feeling unwell which was unfortunate as the little Nova had been flying, fastest on 5 of the tests up to that point, another case of what might have been. With the event running ahead of schedule, the organisers called another break which gave both cars and crews a chance to cool down and the organisers the opportunity to re align a couple of the tests to add a bit of variety.

The final loop of 4 tests saw Hall/ Courtney moving in on Roughead/ Cousins but they weren't quite able to close the gap leaving the BMW crew to take the victor's spoils although Hall had the consolation of being first Historic home. Almost unnoticed, there were some good performances going on behind the leaders with the Peugeot 106 of Simon Jennings/ Colin Fish climbing up to 5th place, just ahead of Charlton/ Tait (Puma) who were in a private "Bragging Rights" battle with the Proton of James Hastings/ Sophie Wickham, the former getting the verdict by a narrow margin. Another fine performance came from the little 1.2 Clio of Pearson / Crozier who finished an excellent 7th overall . The day rounded off in fine style in the village local, The Cross Keys Inn, where the landlady put on a superb, home cooked pie & chips meal and while crews waited for results there was the bonus of watching the World Cup final .

Continued on Page 56



Northern Dales Classic & Targa

Continued from Page 55

The day was a triumph for the organising Hexham & District Motor Club who had provided an all action event which went down extremely well with all competitors and is assured of a bumper entry next year providing the venue is still available. For Roughead it was a thrilling, if unexpected, victory and his was probably the biggest of many beaming smiles as the crews headed for home.

RESULTS.

1 st.	Andrew Roughead / Kev Cousins	BMW Mini	1355
2 nd	Tom Hall / Courtnet Raylor	Riley Elf	1372
3 rd.	Caig Stamper / Terence Peat	Citroen Saxo	1373
4 th.	Alistair & Emma Hutchinson	Mazda MX5	1383
5 th.	Simon Jennings / Colin Fish	Peugeot 106	1397
6 th.	Liam The Legend / Luke Tait	Ford Puma	1400
7 th.	Gary Pearson / Richard Crozier	Renault Clio	1410
8 th.	James Hastings / Sophie Wickham	Proton Satria	1413
9 th.	Chris Hunter / Fiona Tyson	Mazda MX5	1419
10th.	Scott Wragg / ChrisWright	Ford Fiesta	1423

Class Awards :-

H1.	Peter Metcalfe / Guy Wickham	Morris Mini
H2.	John & Marion Sloan	MG Midget
H3.	Dave Short / Roy Heath	Ford Escort MK2
1st M1.	Simon Jennings / Colin Fish	Peugeot 106
2nd M1.	Craig Stamper / Terence Peat	Citroen Saxo
1st M2.	Chris Hunter / Fiona Tyson	Mazda MX5
2nd M2.	Alistair & Emma Hutchinson	Mazda MX5

Ed Graham



Photos Courtesy of Tony North

Hexham & DMC

Northern Dales

Classic & Targa Rally

15th July

With the long hot spell of weather set to continue, competitors at this year's Northern Dales were in for a hot and dusty day. The venue was in the old Eastgate cement works just west of Stanhope in County Durham. All the buildings and infrastructure were demolished on this large site some years ago leaving a network of site roads, gravel/ crushed stone tracks and the smooth concrete bases of the previous large industrial buildings.

Ed Graham and his team had laid out four large tests which would be slightly rearranged during the lunch break. With three runs at the four tests in the morning and a further two runs in the afternoon twenty tests were available.

A good entry of 48 included 36 Targa and 12 Historic cars; and, a big showing of auto-testers and road rally crews from the North East. With the exception of Tom Hall (Riley Elf), Mick Stead (Buckler Mk6), Peter Metcalfe (Mini Mk1 1275), Ian Dixon (MGB GT), Martin Oglesby (Opel Kadett which sadly wouldn't start on arrival) the remainder of the Historic crews were WMC/Protyres contenders. In addition, 4 WMC/Protyres Targa crews had entered and were chasing valuable points in the Challenge.



Continued on Page 57

Northern Dales Classic & Targa

Continued from Page 56

The event started promptly at 10.00am and after Tests 1-4 (unanimously declared very slippery) the WMC Historics lined up behind Peter Metcalfe who'd recorded 272s: Team Sloan (Midget) 278s, Marsden/Garstang 286s (Escort Mk1), Short/Heath (Escort Mk2) 291s, Graves/Palmer (RS 2000 Mk1) 312s, David Garstang/Matty Alexander (Fiesta 1300) 313s, Agnew/Jackson (911) 321s and Bradley/Marsland (Golf) 354s. Charles Graves had brought out his RS2000 for its first competitive shakedown and navigator Ron Palmer was enjoying being back in a competitive Escort. Tom Hall, a demon auto-tester from the North East, had a WT on T2 but put in competitive times on the other tests and would fight back strongly throughout the day. In the Targa class, Chris

Fiona Tyson (MX5) started quickly with 263s, Helen Harkness/Barry Lindsay (Corsa) 286s, Philip Hodgson/Ian Giles 287s, David Winter/Michael Pears 292s.

Round 2 saw a bit of a shake up in the order: Tom Hall propelled his Riley Elf to 252s, Peter Metcalfe kept up his very good run with 266s, David Agnew got his act together to head up the WMC contenders with 273s from Team Sloan on 274s, Dave Short had settled down with 291s, Dave Garstang had taken the Fiesta to 294s, we had 297s, Charles Graves on 311s and Brian Bradley picking up his pace on 315s. Chris Hunter was flying in the MX5 with 261s, Philip Hodgson 270s, David Winter 274s and Helen Harkness 288s.

On the 3rd run through the first group of tests Tom Hall was pulling back the time lost from his WT penalty with some sensational times recording 251s and Peter Metcalfe continued to go well on 267s. David Agnew was again quickest WMC Historic on 270s with Team Sloan having a great day on 277s, Brian Bradley stormed these tests on 279s, David Short 280s, David Garstang 281s, and David Marsden on 288s was being harried by Charles Graves on 289s (How many Davids are you allowed.....!?). Drama in the WMC Targas when the flying Hunter/Tyson crew took a WT and completed their 3rd run on 319s while David Winter had 265s, Philip Hodgson 268s, and Helen Harkness 276s - meaning a lot of time to recover during the afternoon for the H/T MX5.

Lunch was called and the organisers set about reformatting the tests for the afternoon runs. Meanwhile, competitors and marshals took advantage of the excellent on-site catering provided by a hardworking team from the Eastgate Village Hall Committee. In the paddock there was lots to discuss about the morning runs and quite a few crews were seen changing tyres after a morning of hard driving on some fairly abrasive surfaces.

Midday times indicated that we were in for a competitive afternoon and it was becoming evident that the smaller nimble cars probably had an edge on the rest. Tom Hall set the Historics a target for the 4th round with 278s, David Short had the bit between his teeth for 297s, David Agnew was going well in the 911 on 304s, we tied with Team Sloan on 314s, David Garstang 324s, Brian Bradley 329s and Charles Graves 330s. Hunter/Tyson had to claw back time and rocketed round in 290s, Philip Hodgson kept the pressure on with 296s, David Winter 304s and Helen Harkness 322s.

On the 5th and final circuit Tom Hall continued his master class with 276s while David Short made his bid for glory with 289s, David Agnew dropped time with 299s, John Sloan had 301s, Brian Bradley completed the day with a good 324s, we tied with Charles Graves on 325s but David Garstang's excellent day was undermined by a WT and consequent 364s. Chris Hunter again set the WMC Targa standard with 286s, David Winter going well on 291s, Helen Harkness an excellent 299s in the little Corsa while Philip Hodgson dropped time with 309s.

A meal, a welcome cool drink and the results were all provided in the Cross Keys just along the road from the venue; and, the rapid service of steak pie, chips and peas was equalled only by the speedy delivery of the results. The event was won outright by the very quick BMW Mini of Andrew Roughead/Kevin Cousins on 1355s from Tom Hall Riley Elf 1372s. John/Marion Sloan had "a grand day out" to lead home the WMC/Protyres historic contingent with 1444s (1st in Class H2), David Short/Roy Heath kept them honest with 1448s (1st in Class H3), David Agnew/Alan Jackson had 1467s, David Marsden/Mike Garstang 1510s, Charles Graves/ Ron Palmer 1567s, David Garstang/Matty Alexander 1576s and Brian Bradley/Michael Marsland 1576s. WMC/Protyres Targa crews were lead home by Chris Hunter/Fiona Tyson 1419s (2nd Class M2), David Winter/Michael Pears had a good day on 1426s, Philip Hodgson/Ian Giles 1430s and Helen Harkness/Barry Lindsay 1471s. Peter Metcalfe/Guy Whickham ended with 1425s and regular historic competitors Ian Dixon/ Richard Welsh brought their MGB GT home in 1657s just 8s behind the remarkable Buckler of Mick Stead/Peter Masters.

Efficiently organised and well laid out the Northern Dales was a credit to the organising team and let's hope they will run it again in 2019.



Photos Courtesy of Matt Hewlett

Mike Garstang.

Le Mans Classic 2018

Whilst it might seem a fair trek to Le Mans for the Classic, which is held every two years, it is well worth the trip. The first time we made the trip my daughter Siobhan was only ten years old so it was strange to be travelling in her car as a passenger. Siobhan only passed her test at the end of last year but the advantage of going in her car was that we could share the driving and her little Fiesta is the lowest mileage car in our household. At the end of Siobhan's last day at school we packed the car and head off down the A1 to Ashford and the Channel Tunnel.

As soon as we got onto the A16 motorway south of Calais on Friday morning we were in a stream of British registered cars and many of them classics – there seemed to plenty of TRs, lots of Porsche 911s and the odd older British classic including a Triumph 2000 estate and a Singer Gazelle. Every service station was rather like a mini classic car show and we parked in one to find ourselves sandwiched between an Austin Healey 3000, Mercedes SL and a Morgan.

We had for this trip booked all of the elements of the holiday separately and we stayed in a fantastic Airbnb about 20 minutes drive from the circuit. This was the first time I have tried Airbnb and you could not fault it – we had two bedrooms and a bathroom in the attic of a cottage and both the accommodation and the breakfast were first class. Our hosts had four other French guests that weekend who were there for the classic and we had some interesting discussions in French over breakfast about the difficulties of registering kit cars in France. Our new friends explained that as they lived in northern France near Calais the easiest way to get a new kit car on the road was to bring it to England for an SVA test and get an English V5 before exporting it to France. Whilst I had not thought of it before they all considered England to be the spiritual home of the kit car.

We went into the circuit early Friday evening and stayed until about Midnight watching the first of the practice sessions for the earliest cars – they call it Plateau 1 for the 1923 to 1939 cars. It was a beautiful evening and the short traffic queue into the car park took us through Arnage Village which was just humming with old cars – everything you could imagine – Morgans, MGs and even an A30 just parked up next to the road.

Racing starts at 4 pm on Saturday and lasts for 24 hours with each Plateau getting three one hour sessions on the track. We were in the circuit by 10 am and even then the temperature was over 30. After tramping round all of the car club displays we met up with the Forrests, the Grasses and the Alexanders for a chat in the shade of the Alpine Renault marquee. Whilst we had been waiting for them an English family had sat down next to us with a film crew and it turned out they were filming for the next series of "Escape to the Chateau".

Continued on Page 59



***Motorway service station -
Austin Healey 3000, Mercedes SL,
Fiesta (yes really !), Morgan***



Assembling for the pre grid on Friday evening



***Genuine ex works MGB
alloy wings, doors etc as driven by
Paddy Hopkirk originally***



Le Mans Classic Continued from Page 58

The auction house Arctural ran an auction of classic cars around lunchtime on the Saturday and they had an interesting collection – parked outside in pride of place was rather tatty looking S3 lightweight Land-Rover with a chassis which looked it had been undersealed by a blind man using a toilet brush. Next to it was quite nice Ford Anglia sporting Lotus steel wheels and finished in a rather sombre shade of battleship grey whilst somewhat bizarrely parked round the back of the auction tent out of sight was line up of much nicer toys including several very nice 911s, Mercs and a Mini Traveller. The estimated price on none of the 356 or 911 Porsches was less than

£ 100,000 and it was amusing to turn through 306 degrees and see at least a thousand (yes one thousand) Porsche's parked in the field on the other side of the road.

We sat in the grandstand for the traditional Plateau 1 start at 4 pm and I am not quite sure where the next few hours went but by 10 pm we were in the camp site enjoying a barbecue at the Alexander's motorhome which was parked more or less next to Porsche Curves. As the sun set we watched the Plateau 6 cars and it seemed that every Porsche 911 either had a glowing turbo or fire belching from its exhaust. After another late night we were back at the circuit for about 10 am on Sunday and another great day – super racing, lots to see in the paddocks and we met quite a few people we knew either by choice or by accident. In one of the paddocks we were eyeing up a Jowett Jupiter which was competing in Plateau 3 (1950s cars) when one of the mechanics said "Hello" – Mike Smailes from Stockton was part of the Jowett pit crew and he looked pretty tired by the time we saw him. I have known Mike a long time and he rallied a Jowett Jupiter himself before he sold it to a Dutchman I think who converted it into a racing car.

You would think that after two days at the circuit we would have seen everything there was to see but we know that there were some of the club displays in the infield that we never got anywhere near despite walking about ten miles each day. We met some of our friends in the centre of Le Mans for a meal on Sunday evening and after a good night's sleep we had a more leisurely journey home breaking our journey at St Valery sur Somme, a very picturesque town perched as its name suggests at the head of the Somme estuary and the point from which William the Conqueror launched his invasion of England in 1066. It is also the place where a good number of Northumberland Fusiliers from Berwick were captured in June 1940.

2020 is already firmly in our diary and if you book the tickets direct with the circuit and travel by car and camp or use Airbnb it isn't that expensive a weekend. I think that the circuit admission / grandstands / full paddock admission tickets were about £ 135 each for the weekend which is far cheaper than the Goodwood Revival . Siobhan's 1.2 Fiesta trundled along quite happily at 70 mph on the motorway delivering around 50 mpg and she got some good experience of both driving abroad and the M11 / A1 on a busy afternoon.

Continued on Page 60







NESCRO



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

Challenge Positions Following Northern Dales

Only showing the Top 10

NESCRO 2018 Historic Driver's Challenge

Pos	Driver	pts
1	Dave Short	364.6
2	Peter Metcalf	252.6
3	Dave Marsden	234.1
4	John Sloan	211.8
5	Simon Boardman	159.1
6	Mike Kirk	149.6
7	Ernest Calvert	144.4
8	Paul Slingsby	140.1
9	Gorgon Craigs	133.1
10	Douglas Humphrey	107.4

NESCRO 2018 Targa Driver's Challenge

Pos	Driver	pts
1	Simon Jennings	277.8
2	Chris Hunter	273.7
3	Quenton James	233.0
4	Philip Hodgson	199.1
5	Robert Short	189.7
6	Paul Bowness	187.0
7	Craig Wallace	182.2
8	Joe Harwood	125.5
9	James Hastings	173.0
10	Chris Dodds	168.9

NESCRO 2018 Historic Navigators Challenge

Pos	Navigator	pts
1	Roy Heath	364.9
2	Michael Garstang	234.1
3	Marian Sloan	211.8
4	Ali Procter	192.7
5	Guy Whikham	166.7
6	Matt Broadbent	159.1
7	Bryan Smith	144.4
8	Michael Fox	140.1
9	Benjamin Craigs	133.1
10	Chris Loudon	107.4

NESCRO 2018 Targa Navigators Challenge

Pos	Navigator	pts
1	Fiona Tyson	273.7
2	Tom Howe	233.0
3	Ian Giles	199.1
4	Kirsty Thompson	189.7
5	Esther Bowness	187.0
6	Colin Fish	183.6
7	Sophie Wickham	173.0
8	Liam Charlton	150.9
9	David Lumsden	130.4
10	Barry Lindsay	123.4

2018 NESCRO CALENDAR

HISTORIC / Classic Rounds

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

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



Spadeadam MC

12th August

Blue Streak

Regs available from:

<https://spadeadammotorclub.co.uk/the-blue-streak-targa-rally-18/>



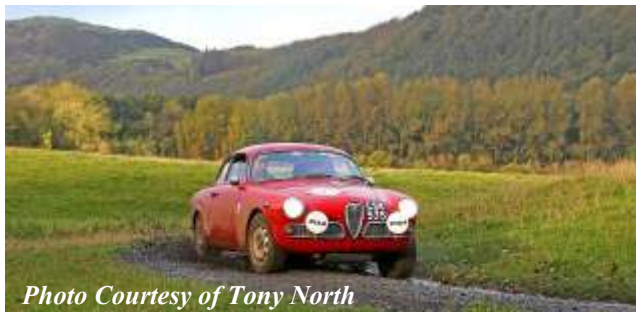


Photo Courtesy of Tony North

The Devilish return.....

Following on from the success of the 2016 and 17 events, **The Devils Own Rally** will once again be the final round of the 2018 HRCR Hagerty Insurance Clubmans Road Rally Championship incorporating the HRCR Amazon Cars Challenge Cup. An afternoon of tests and regularities in North Lancashire and South Cumbria, followed by an evening section on the demanding roads of South Lakeland. This event is not meant to be relaxed, it will test drivers, navigators and cars to the limit; so although novices are welcome on the event, please be aware that it will be a challenge and not as relaxed as other events in the championship.

The 2018 event will see 9 tests and 8 regularity sections, including some tests in the dark, so you might want to have some carrots for tea! Three of the regularities will also be predominantly on private land, before a finish at the new Rally HQ of The Westmorland County Show Field.

Now after apparent rumours that you need maps including 96, 97, 98, 89, 90 and 91 (Martyn loves listening to a good rumour of where he is allegedly sending the event) you will all be glad to know that this year you only need to purchase one map and that's OS sheet 97. Regulations will be published on the 6th of August with entries going live on the 13th. Last year we filled the entry in 36 hours, so don't hang about if you want to join the party on the 20th of October.....

Like all events, we rely heavily on marshals to help us run the rally on the day. So if you can help run a control and want a goody bag and feeding at the end of the event, get in touch at marshal@devilsownrally.co.uk

Photo Courtesy of Chris Ellison



LET'S START AGAIN!

Like, I suspect, a lot of other people, I will be watching the progress of Dave Richard's time as Chairman of The Motor Sports Association (the UK governing body). Dave has an enviable record in everything he has done, but none of us should expect the impossible. One thing for sure -- Dave will recognise this -- is the lack of new people coming into motorsport, especially rallying. I believe he has indicated that this is an area which he will be visiting. He has also made a point that we can't return to the good old days, but maybe we ought to remember what made rallying so popular and ultimately led to the term 'the golden years of rallying'.

I am proud to say that it was slightly before my time, but by the 1960s, if a youngster couldn't be a pilot or a racing driver, he wanted to be a rally driver, especially spurred-on by the Minis doing so well on the Monte. As we know, this led to a big surge in motor club membership and over-subscribed road rallies which, in truth, went on for a good 10 to 15 years.

The main difference between then and now is that if someone in a motor club fancied doing a rally, he and a friend (navigator) could perhaps use their wife's car, or in some cases (well documented), an Avis hire car to do a road rally.

This is one element of entering motorsport which is completely denied today. I am aware that we still have road rallies, but they are only a challenge to eggheads, who probably did The Times crossword on a Monday. The driver is a non-entity (excluding Wales). I am assuming that the people I have mentioned, who put their toe in the water, would eventually be called Russell Brookes, Will Sparrow and perhaps Tony Pond. Even Roger Clark did the odd road rally...

It sadly went wrong when road rallying became an out-of-control wild animal. I am sure that this is how many people came into motorsport in the 1960s and 1970s. Wind the clock forward 40 or 50 years and there is no such opportunity to put a toe in the water. But there could be an opportunity, even in these health and safety times.

Back in the good old days, autotests (they were called driving tests in those days) were very popular. What I liked about an event like the recent Christmas Stages Rally at Croft is that in many ways it is just like a giant autotest. So here's a suggestion: why not have a class for standard cars and standard people at events like the Christmas Stages?

These would be events where there is nothing to hit. I know from my day job that standard cars, provided that are not tampered-with and retain their air bags, seat belts and automatic tensioners, etc, are incredibly safe and could easily be used at an event like the Christmas Stages, where the only things to hit are a round straw bale or the armco barrier -- just like a motorway. There could be a class called "S" for standard, where crews would require nothing more than a crash helmet and 'away we go'.

The whole thing doesn't even require much fine-tuning, we all know what a standard car is, whether we admit it or not. There is no safety issue, because --- apart from the fact that cars have nothing to hit -- there are medical facilities within 30 seconds and it would give a whole raft of people a chance to take part in a rally, something they may only have dreamed of for years.

OK, not all rallies would be suitable, but some rallies could be adjusted. The Motorsport News Circuit Championship comes to mind, because the only real enemies of a rally car, by and large, are ditches, trees, telegraph poles, stone walls and so forth, none of which were at the Christmas Stages. Also, remember that the late Philip Young was not too far away from this, with his endurance events. Before consigning this to the dustbin, just think how you started in motorsport.

**Fred Henderson, FIMI, Director, Fred Henderson Ltd
Langley Bridge Garage, Langley Moor, Durham DH7 8JZ
www.fredhenderson.com**

Lancashire Automobile Club

Coast to Coast Classic Run

14th July

On Saturday 14th July 70 vintage, classic and cherished cars lined up by the Midland Hotel in Morecambe for the Lancashire Automobile Club's 26th running of their successful Coast to Coast Classic Car Run.

The route of some 155 miles meandered it's way from Coast to Coast treating the entrants of some fine views of the Lake District on its way north to a coffee halt at the Shap Wells Hotel. The route then turned east taking in the top end of Swaledale before going 'over the top' to Askrig and on past Castle Bolton and through Leyburn to a lunch halt at the Friars Head, Akebar Park.

From the lunch halt the event again ran east into the North Yorkshire Moors to a control at Scripps Garage in Goathland (Aidensfield for viewers of Heartbeat!). Then north for a short leg to Sandsend to complete the Coast to Coast bit. A short trip inland saw the event finish at Dunsley Hall where the Mayor of Scarborough was on hand to judge the Concours element of the event. Here the entrants enjoyed a fine buffet and many filled the hotel overnight.

Entries ranged from a 1931 Rolls Royce Phantom II and a 1937 Chevrolet Coupe, both of which took the twists and turns of some tight moorland roads in their stride, through E Type Jaguars, Austin Healey 3000s, Morris Minors and a brace of Stags to more modern machinery including a 2007 Aston Martin Vanquish.

Navigation was in the form of a detailed road book with tulip diagrams, written directions and information about the places the event passed through. The idea is for the journey to be both challenging and fun without entrants getting lost!

As always the organisers, led by CoC Martin Wylie, had fun overcoming the small issues that affect all events of this type. Ranging from locked gates at the entrance to the start area at Morecambe (the area having been recently resurfaced) a closed bridge at Burneside and miles and miles of recently tar sprayed and chipped roads in Yorkshire. As well as slowing down the cars this created problems as road markings had been erased requiring arrows at affected junctions.

Shortly after the lunch halt one of the Jaguar Mk 2 saloons experienced a small under bonnet fire quickly extinguished by a following entrant. Apparently the car had recently had work done on it's carburettors which may have resulted in the leak but the real point is that carrying a fire extinguisher can be a very good idea!

Finally with most of the entry at the finish (some stopped for ice creams on what was one of the hottest days of the year) the awards were presented for the Concours element of the event with the fine Daimler SP250 of John and Lynne Atkinson taking the Mayor's Award, Andrew and Sue Ogden in their Alfa Romeo GTV 2000 received the President's Award and a special award for the Spirit of the Event went to Steve Smith for acting as a fire fighter to provide assistance to the stricken Jaguar.

As always the Club would like to record it's thanks to all the marshals and officials as well as the sponsors, Blue Butts and Bowker BMW and Mini for all their support in running the event.

Here's to 2019

Chris Lee : Lancashire AC



**Photos Courtesy of Tony North
& Chris Lee**



Still Faster than His DAD

Well it's been a while since I put pen to paper and seen as though I'd promised moz I'd give a little report on the boys season so far here goes.

We decided to enter the Northern Kart championship this year to allow him (Gussy Hudson -- Steves son) to cut his teeth against a faster set of kids this will hopefully bring him along with a view of next year competing at the highest level Super one British Kart championship.

Our first round was GYG in wales a cracking little track in beautiful settings we spent two days of testing and were blessed with every type of weather known to man (Bloody typical more expense on tyres).Race day was the Sunday and when we woke it was glorious sunshine so yet another new set of slicks strapped on and away we went the whole day went pretty well with Gussey putting it in the top ten throughout the day and gaining valuable points for the championship.

Next round was at Larkhall in Scotland and a team move saw us join Sam Pollitt racing .The two days testing went well with him setting times that were as good as anyone out there. And the SPR lads spending time going though data and trying various different set ups to give us that edge first race we ended up fifth second race 7th third race 7th and then in the final challenging for fifth we were took out by a local and ended up last.

On to Wigan I suppose a track we could call local and despite two excellent days testing the race day was disastrous with crashes and a trip in the Ambulance a meeting to forgot and a bit of a slap to our championship points but hey ho.

The next round saw us head to Lincoln to Fullbeck circuit and narrow horrid track especially for a grid of 30.Two days of testing saw us get almost on the pace not bad considering we haven't been here before race day was just filled with disaster after disaster punted off,baulked by slower karts and visits to the stewards office on more than one occasion yep he definitely is my son lol.

Our plan this year is to gain as much experience as possible with race craft and set up with a view to racing super one next year and we were lucky to of been able to do a guest round with Primo racing at Rowrah kart stadium in Cumbria. What an experience from start to finish it's like the formula one of Karting massive motor homes big teams and the smell of two stroke oh and plenty on nice mums to look at lol. Now don't get me wrong we definitely wasn't expecting to set the world on fire we would settle for last place and rightly so these kids are the fastest in the country and up to the age of 13 my little fella is only 9 and one of the slowest in the country lol. (Still faster than his dad).



Continued on Page 65

Still Faster than his Dad

Continued from Page 64

Two days of practice saw us actually setting some decent times well among the top twenty. The lads at Primo we're a different level with set up, data and driver coaching changing so much including his driving style. The first heat we ended up second to last to be honest I think it was all a bit daunting just being among all the big names in cadet Karting for him but he came off smiling. The second heat he fared much better getting up to 23 that'd do and even bigger smiles all round. The B final we started on the second to last row with the championship leader behind due to him having a bad heat previous. As soon as the lights went green Freddie Slater lunged up the inside and was away yep and you've guessed it with Gussey stuck to his bumper. The experience of Slater was something else just passing half the pack within the first lap with my little man still stuck to his bumper like glue and I suppose using Freddie as a battering ram. Before the race Colin McNair had told him to stick on the back of Freddie for as long as you can he will clear the way and that was what he was about to do for as long as he could. That race we ended up 21st I think and Slater third he just got faster and faster and one mistake at this level you've lost five places, two mistakes and your half a lap behind we hadn't quite got the same skill but he managed to hang on to the back of the lead group so another big smile from me and also the little man.

Onto the A final this time we started in 20th on the grid and he managed to keep it there for the whole race gapping the karts behind by nearly a quarter of a lap not bad for our first foray into the big league. What an experience for us both and something for us to look forward to next year. Next up was a club round at Rowrah the following month and from start to finish he looked untouchable on the practice setting times a second quicker than anyone was this the weekend for him to get his first MSA win. First heat fastest lap and first place second heat fastest lap and first place third heat fastest lap and first place onto the final and yep you've guessed it fastest lap and first place a full house and our first MSA win. What a result for him considering this would of been his thirteenth MSA level race against kids that are a lot older and a lot more experienced. Next up we were back with SPR for Hooton park NKF round the test days he looked really strong setting a lap time of 41.44 the lap record is 41.89 things looked good with a few tweaks here and there but sadly the race wasn't as good forst race we were took out ended up last fought back to 14th second race 7th overall third race took out again and a dnf, this meant for us to get into the A final we would have to finish in the top four of the B final no pressure there then little man.

We needn't of worried he went out and smashed it fastest lap and lead from start to finish winning comfortably and securing a place in the A final. Starting at the back of the grid of 29 was a big ask and we ended up 14th but it's all good for the points we have now moved into the top ten not bad at his first craic at a national championship. Next round for us is Rowrah so fingers crossed he can get stuck into them there as me personally would like to think if we can repeat the same performance as we did at there club round I think he will be the one to beat or at least one of them.

Steve (Slow Coach) Hudson



MSA Extra

THE **MSA** NEWSLETTER FOR BRITISH MOTOR SPORT

MSA PAYS TRIBUTE TO BRITISH GP VOLUNTEERS

MSA Chairman David Richards has paid tribute to the British Grand Prix marshals in an open letter praising their contribution to a “near-perfect weekend”.



Richards wrote: “After a record race-day crowd and a heroic drive by Lewis Hamilton, it’s difficult to pick a highlight of the British Grand Prix. However, one of mine was certainly visiting the marshals’ campsite to meet some of the men and women who helped make it all happen.

“There were nearly 1000 volunteers at Silverstone and their dedication was evident throughout the weekend, as they kept everything running smoothly through the extraordinary heat. Whether marshals, recovery crews, scrutineers, timekeepers or medical personnel, they delivered a showpiece event that demonstrates why the British Grand Prix deserves its place on the F1 calendar for many years to come.

“This year Silverstone offered one volunteer a ride in the two-seater F1 car and we’re delighted that one of our marshals, Stuart Glanfield, was the lucky passenger. As usual the MSA will also be running a random prize draw among the marshals for a chance to win grandstand tickets to next year’s race and passes to Dayinsure Wales Rally GB.”

The MSA offers its sincere thanks to all those who made the 2018 British Grand Prix such a wonderful occasion for both UK and world motorsport.



HAMILTON BREAKS HAWTHORN TROPHY RECORD

Lewis Hamilton has received the Hawthorn Memorial Trophy for a record eighth time after ranking as the top Commonwealth driver in F1 last year.

David Richards CBE, MSA Chairman, presented the trophy at Silverstone, where Hamilton scored his sixth British Grand Prix pole position – another record.

While Hamilton is Britain’s latest F1 champion, Mike Hawthorn was the first, winning the title in 1958. Hawthorn tragically died a year later and the Memorial Trophy has been presented every year since to the highest place British or Commonwealth grand prix driver.

Hamilton’s remarkable 2017 season yielded nine race victories en route to his fourth F1 title – sealed with two races to spare. Along the way he surpassed Michael Schumacher as the all-time pole position record holder.

His efforts also helped the UK-based Mercedes AMG Petronas team to earn its fourth consecutive title and extend its dominance of the V6 turbo hybrid era.

Regulations for consultation

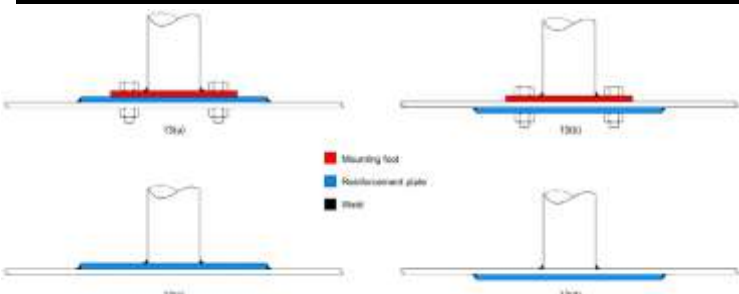
The latest regulation changes proposed by the Rallies Committee will shortly be available for consultation on the MSA website at:

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

Please have your say. Thank you!

Technical

Updates, clarification and advice



ROPS MOUNTING FEET

Competitors are advised that the MSA has published regulation amendments concerning the welded fitment of ROPS (Roll Over Protection Systems), specifically requirements for feet and reinforcement plates. The relevant amendments – effective immediately – can be found in the latest (July 2018) rule changes that can be viewed and downloaded from the MSA website [HERE](#).

The amendment clearly defines how a ROPS should be mounted, initially dealing with a bolted fitment, with the inclusion of a mandatory reinforcement plate and mounting foot. It then goes on to confirm that the ROPS can alternatively be mounted by welding, with or without a mounting foot included.

There are new drawings under (K)13 (shown below) that have been included to add more clarity – and the regulations allow for a welded fitment in accordance with any of the four drawings (a)-(d). In the case of (a) and (b) the bolts need not be included if the fitment is fully welded (i.e. tube to foot and foot to reinforcement plate/ chassis).

DUAL STANDARD HELMETS

The MSA wishes to clarify that it is acceptable for a helmet to be approved to more than one standard (for example Snell and FIA) providing that at least one of those standards is valid.

For an example, although the Snell SA2005 standard will expire at the end of 2018 the FIA 8860-2004 standard remains valid until the end of 2020, so such a helmet remains acceptable beyond 2018 – until that FIA standard expires at the end of 2020.

You do need to read the FIA label carefully to make sure it is one of the helmet standards listed in (K) 10.3.1, as the FIA helmet standard label is very similar to the FIA 8858-2010 standard label (for non-8859/8860 helmets compatible with FHRs), which is not a helmet standard alone and requires an accompanying valid helmet standard, such as a Snell label.



FHR DAMAGE

The above photo shows an obviously damaged Simpson FHR (Frontal Head Restraint) that was presented at pre-event scrutineering for a Cross Country event. The MSA FHR sticker had been removed and 'void' markings were clearly showing. Competitors are advised that an FHR in this condition is not suitable for use.



HARNESS MARKING

Competitors are reminded that it is only the left shoulder strap of a harness that carries the FIA hologram and unique number (from the perspective of the wearer). The MSA has received multiple reports of harnesses being found with the hologram incorrectly on the right shoulder strap. Please remember: label on the left.

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

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 4/10	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 & Worestershire 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	Garsang & 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
---------	-------------------	-----------------

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	Town 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 13	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?	YES / NO (delete as appropriate) if YES we thank you as this will keep costs down if NO you may be sent information periodically

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

☐

Signature

Fees:

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

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

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

For official use only:

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

18/

See Notes on Page 71

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

Forms can also be downloaded from our website.

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

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

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

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

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

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

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

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

Under 17-year-olds may register for FREE.

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

NOTES:

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

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

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

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

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

Keep checking our website for up-to-date information

www.anwcc.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 30/7/18

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	Knowldale	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	C&A	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) : R5 Nicky Grist

O/A	Driver	Club	Points
1	David Auden	Knutsford	146
2	David Roberts	Bala	114
=3	Hugh Hunter	NWCC	40
=3	Steve Johnson	U17MC	40
5	Andy Graham	ERO	32

O/A	Co-Driver	Club	Points
1	Christopher Row	Knutsford	109
2	Ian Jones	NWCC	106
3	Osian Owen	Rhyl	84
4	Dei Jones	Bala	82
5	Emyr Hall	Bala	75

Autotest : Following R10 22nd July

O/A	Driver	Club	Points
1	Dafydd Roberts	C&A	150
2	Dave Evans	Whitchurch	119
3	Duncan Wild	Knutsford	99
4	Colin Moreton	Knutsford	74
5	Lee Matthews	C&A	68

PCA (Under 25s only) : Following R15

O/A	Driver	Club	Points
1	Matthew Nicholls	Bolton	60
2	James Robinson	U17MC NW	56
3	Deio Hughes	C&A	40
4	Will Hughes	C&A	34
5	Lwi Price	F1000	20

AutoSOLO : Following R10 22/7

O/A	Driver	Club	Points
1	Neil Jones	Bala	240
2	Andy Williams	U17MC	225
3	James Williams	U17MC	216
4	Howard Morris	Rhyl	214
5	Jamie Foster	U17MC	203

Sprint : R12 Aintree

O/A	Driver	Club	Points
1	Nigel Fox	Clitheroe	829.14
2	John Wadsworth	NWCC	798.11
3	Rob Holt	Liverpool	787.13
4	Nigel Trundle	G&PMC	716.52
5	Chris Boyd	Longton	603.73

Hillclimb : Following R6 Scammonden

O/A	Driver	Club	Points
1	Raymond Worrall	ERO	507.27
2	Michael Thomson	ERO	423.55
3	John Pinder	Airedale	406.75
4	David Goodlad	Knutsford	393.05
5	Nigel Fox	Clitheroe	307.42

Trials : Following R5 'HCC'

O/A	Driver	Club	Points
1	Henry Kitching	Ilkley	119
2	Kevin Roberts	Bala	94
3	Sion Griffith	Bala	84
4	John Wadsworth	NWCC	78
5	Rupert North	A&PMMC	72

Championship Standings

In Brief : Updated 30/7/18

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

North Wales Stage Rally Challenge

O/A	Driver	Club	Points
1	Andrew Morris	WBCC	167
2	Calvin Woods	Wigan	165
3	Eric Roberts	C&A	150
4	Gethin Jones	Harlech	145
5	Dion Rowlands	Harlech	143
O/A	Navigator	Club	Points
1	Tomos Williams	C&A	178
2	Chloe Thomas	C&A	164
3	Connor Aspey	Wigan	161
4	Kai Daniel Alcock	Harlech	141
5	Mari Haf Evans	C&A	123

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
1	Nigel Fox	Clitheroe	833.49
2	Raymond Worrall	ERO	813.80
3	John Wadsworth	NWCC	802.00
4	Rob Holt	Liverpool	800.26
5	David Goodlad	Knutsford	778.69

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	Knutsford & DMC	269
2	Caernarvon & Anglesey MC	268
3	Bolton-le-Moors CC	227
=4	Clitheroe & DMC	224
=4	U 17 MC	224
6	Bala & DMC	205
7	North Wales CC	169
8	Liverpool MC	138
9	Clwyd Vale MC	137
10	Longton & DMC	132

Marshals Championship

O/A	Marshal	Club	Points
1	Maurice Ellison	Clitheroe	77
2	Tim Millington	Warrington	68
=3	William O'Brian	Warrington	50
=3	Robert O'Brian	Warrington	50
5	Amanda Baron	Accrington	49
6	Paul Cross	C&A	36
7	Ieuen Roberts	C&A	34
8	Laura Jos	C&A	42
9	Catrin Jos	C&A	39
10	Rob Jos	C&A	31

Championship Standings

In Brief : Updated 30/7/18

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

Glynne Edwards Memorial Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey MC	1033
2	Bala & DMC	862
3	North Wales CC	588
4	Harlech & DMC	458
5	Clwyd Vale MC	312
6	Rhyl & DMC	286
7	Broughton & Brecon MC	283
8	116 MC	233

Ladies Rally Championship

O/A	Driver	Club	Points
1	Jade Paveley	NWCC	179.31
2	Ashleigh Morris	Bolton	164.20
3	Lauren Groves	Clwyd Vale	17.65

O/A	Co-Driver	Club	Points
1	Chloe Thomas	G&A	526.27
2	Lauren Hewitt	Clwyd Vale	290.48
3	Mari Haf Evans	C&A	278.42
4	Catrin Jones	Clwyd Vale	233.65
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)

LOGON TO THE WEBSITE FOR FULL INFORMATION

SUPPORTED BY

mintex
racing



motordrive
SERVICE | SAFETY | STYLE

**RED FOX
PROMOTIONS**
www.redfoxpromo.co.uk

SBARDUN
Car Parts & Motorsport Accessories

Slicks

FUCHS TITAN
RACE

Dinsdale Contracts, AST Signs Pendragon Stages (Warcop) 26th August

The above event will be run on Sunday August 26th (Bank Holiday weekend) by Kirkby Lonsdale MC, Eden Valley MC & Northallerton Automobile Club at Warcop Military Ranges on the A66 near to Brough in Cumbria. This year I've had my arm (only slightly!) twisted and will be taking on the role of Stage Commander but am also recruiting radios and assisting the Chief Marshal with recruitment.

The event format will change slightly. In recent years we've run 8 stages with two stages running together. This year we'll still run the 8 stages, but each stage will run separately on 30-second starts. This will hopefully minimize any stage cancellations due to stoppages, etc. The event traditionally attracts a very good entry and most marshalling points will see the cars twice per stage.

Sign-on is likely to be around 06:30, location TBC. It is anticipated that the event will be finished by 16:00. All marshals will receive a goody bag by way of a thank you from the organisers.

We're looking for marshals of all disciplines - Instage, timing and radio. If you can help, could you please either email davebrodie1@googlemail.com or telephone 07795 253563 (leave a message if no reply, I drive for a living) or 01539 737173 (evenings up to 9pm).

Please tell me:

- 1) Whether you are accredited and your MSA number if you have one.
- 2) Your preferred role
- 3) Whether you will be on your own and if not names of other people coming with you.

Dave Brodie

Sunday 2nd September

Sporting Bears

Dream Rides for Kids

Aintree

Liverpool MC is looking for volunteer marshals to watch over the activities on track at this great charity event.

Can you help? Previous marshalling experience is not essential.

During the year, Sporting Bears Motor Club members visit various shows and events around the UK and give members of the public rides in a spectacular array of exotic cars in exchange for a donation to the Sporting Bears Charity. The "Bears" are a dedicated group of classic car and sports car enthusiasts with one aim - to raise money for children's charities. It is to the club's credit that annual subscriptions entirely support the club overheads thus allowing all monies raised from events to be directed towards the selected charities. Since the Club was formed in 1989 they have raised over £2,000,000 for children's charities in the UK. At Carfest North, they raised an incredible £57,000.

On 2nd September no money changes hands, the public don't get the rides, but instead children with health issues, their carers, families and staff from 8 North West charities are given a "sprint" ride around Aintree Circuit in the Bears' classic saloons and sports cars, modern super cars and an assortment of sporting kit and competition cars.

How can you help?

If you can spare some time to keep an eye on the "on-track" activities, please do come along. I'm proud to say that it's the most rewarding thing I do in motorsport "The best day of my life" is an often heard response from the kids. Those who helped with the **Dream Rides for Kids day** at Aintree last year without exception said afterwards that they had a thoroughly enjoyable time.

I need at least a dozen volunteers to keep an eye on the Circuit, to act as my eyes & ears and to report any problems so that we can ensure that the event runs safely. This is not a race, it's not competition, and overtaking isn't allowed, but many of the cars will be driving at high speed which is why we need volunteers to observe the on-track activities and keep everyone safe.

To see the kids' expressions when taken round the circuit in a Ferrari, Porsche or Police car (yes, the Police give rides too!) is amazing – the hardest of men have been seen to shed a tear or two, it really is that emotional!

Can you help?

Date: Sunday 2nd September, the day after our next Aintree Sprint (we need marshals for that too!).
Intended Sporting Bears timetable:

6.30 – Gates open, Aintree Golf Centre, Melling Road, Aintree

8.30 – Signing on opens

9.30 – Marshals Briefing

9.30 – Drivers briefing and butties/teas/coffees provided for Drivers, Marshals and helpers

9.30 – Children start to arrive and sign on

9.50 – Convoy runs

10.00 – Dream Rides start.

12.30 – Lunch provided (assuming a sponsor comes forward!) for Drivers, Marshals and helpers

13.30 – Dream Rides start for afternoon session

16.30 – Dream Rides finish

16.45 – Pack up

Previous experience is not essential and (for obvious legal reasons) you won't be asked to deal directly with the children. If you can help for even just part of the day, please do let me know. Without people to marshal the event, it simply won't happen. So that's potentially 200 kids who won't have smiles on their faces - and we can't let that happen, can we?!!!

**If you can help or for more information, please contact LMC Chairman,
John Harden – 0161 969 7137 or LMC-Chairman@LiverpoolMotorClub.com**

Sponsors wanted.

Aintree Racecourse let us have the venue without charge for this event but we are looking for sponsors, even if it's only to cover the cost of sandwiches for the marshals.

Do you know anyone who can help sponsor this event?





BW



ELECTRICAL AND MECHANICAL INSTALLATION & MAINTENANCE

Tel : 01282 696953

Mobile : 07711 791631

Email :

barry.wilkinson80@ntlworld.com

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

TRACKROD

RALLY Yorkshire '18

28th/29th September '18



Bala and District Motor Club Ltd

PRESENTS

THE MINAFON GARAGE

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

A ROUND OF THE 2018 ANWCC STAGE RALLY CHAMPIONSHIP, THE RESTRUCT LTD /
WWW.JELFMOTORSPORT.COM WELSH CLUBMANS MIXED SURFACE CHAMPIONSHIP, THE
ANWCC NORTH WALES RALLY CHALLENGE AND THE GLYNNE EDWARDS MEMORIAL
CHAMPIONSHIP

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

NEW!
JUNIOR rally TRACKDAYS

JUST £135 FOR THE DAY

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

MAR 16th

JUN 12th

AUG 16th

SEP 23rd

NOV 5th

DEC 29th

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400

anglesey circuit
tracmôn

The Footman James
CLASSIC CAR SHOW MANCHESTER
SEPTEMBER 15-16
EVENT CITY

Book your tickets NOW via the website, or call 0844 888 9991
Advance Club Tickets just £10.00 with this offer! | Kids FREE! (under 16's accompanied by a paying adult).
www.manchesterclassiccarshow.com
FREE PARKING | Standard Advance Tickets £12.50
On the door entry £15.00

£5.00 OFF!
Special advance club offer

ADGESPEED

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

Telephone

Unit : 0161 777 9949

Mobile : 07960 964069

Fax : 0161 777 9948

E-Mail : sales@adgespeed.co.uk



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

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



BOOK ONLINE AT ANGLESEYCIRCUIT.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400



Higherford Mill,
Gisburn Rd,
Barrowford,
Nelson
BB9 6JH
01282 690184





The North West's Most Challenging Outdoor Circuit

www.threesisterscircuit.co.uk



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-nip 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.

THE KNUTSFORD TARGA 8th September

CAN YOU HELP ?

MARSHALS REQUIRED

CHIEFMARSHAL@KNUTSFORDTARGA.CO.UK



WWW.KNUTSFORDTARGA.CO.UK

CHIEFMARSHAL@KNUTSFORDTARGA.CO.UK

Liverpool Motor Club

Aintree Sprint: 1st September

Supplementary Regs for our final sprint of the year are now available at www.liverpoolmotorclub.com

The results for all Liverpool MC events are also available on our website where there's loads more information about our events too.

LMC Speed Championship

The latest scores for the Liverpool MC

Speed Championship can be found

www.speedchampionship.com





Manx Auto Sport

Pokerstars Rally

9th & 10th November

The organising committee for Manx Auto Sport are pleased to announce that the Regulations for this years Pokerstars Rally - to be held 9th & 10th November 2018, will be released on 7th August 2018.

Yet again, the organising committee have put another excellent route together giving competitors over 100 miles of pure tarmac rallying. As in previous years, there will be a centralised service area with road miles kept to a minimum.

The 2018 route has been approved in principal by the Department of Infrastructure and plans with the event are progressing well.

For UK Crews looking to compete, entry and travel packages will be available through our travel partner - Isle of Man Event Services.

The 2017 Pokerstars Rally had a bumper entry - over-subscribed, and Manx Auto Sport believe that due to the events ever popular status, the same could happen for the 2018 event.

Please look out for further updates in due course on our Facebook and Twitter feeds, and many thanks for your continued support.

http://www.iomevents.com/package_page_281126.html



Rally Isle of Man

Gets the Go-Ahead after Safety fears threatened to put a stop to the event

Rally Isle of Man has been given clearance to go ahead, after ongoing talks between the organisers and the Infrastructure Department.

It was proposed there should be an emergency debate in Tynwald on its possible cancellation, but it's now been confirmed the event, from September 13 to 15, will indeed take place.

Until East Douglas MHK Chris Robertshaw's moves to stage an emergency debate were voiced, there was no public indication that anything was wrong.

Exactly what the problems were that caused the DoI to say safety was an issue are still unclear.

Entries will start being accepted by the end of the week - up to now, the uncertainty has meant the organisers were unable to go ahead and open the lines for competitors to come forward.

However some are already in the process of preparing for the event, including cars being shipped from as far away as Japan.

The Infrastructure department has issued a statement, following the announcement that Rally Isle of Man is set to go ahead.

The department says it's 'working with the organisers [of the rally] to review a range of issues in relation to the planning of the 2018 event'.

Following a meeting on Thursday between DoI officials and rally organisers, Infrastructure says the discussions were 'productive', and that 'a series of conditions have now been established'.

The event organisers have been asked to demonstrate a commitment to the conditions, and enable further talks to take place around planning the event, which is due to take place from September 13-15.

Infrastructure Minister Ray Harmer MHK said:

'The Department is fully supportive of motorsport events being staged on Manx roads, but safety must be the primary consideration.

'Events such as these have to be well-run and anyone wishing to hold an event on closed roads must demonstrate they are capable of doing so, while ensuring residents and businesses are kept fully informed of plans at the earliest opportunity.'



13 - 15th September

**Marshals, Radio Operators,
Sector Marshals, and Timekeepers**

[http://www.iomevents.com/
package_page_202317.html](http://www.iomevents.com/package_page_202317.html)

If you would like to join our stage teams, please advise
which days you can attend and any prior experience.

mja@aintree.org.uk

Thanks

Mike Ashcroft

Booking Enquiry's

[http://www.iomevents.com/
booking.html](http://www.iomevents.com/booking.html)

Or Call 01624 664460



WALLASEY MC

**GEG Promenade Stages
7th & 8th of September**

MARSHALS NEEDED

Marshals are needed on Friday afternoon for Scrutineering, Friday evening for the first 2 special stages and all day on Saturday for the remaining special stage action.

We aim to sign on around 100 marshals in order for our event to be as slick as usual, so if you would like to help on the GEG Promenade Stages Rally please contact the

**Chief Marshal, STEVE PRICE by
email: sp.sales739@gmail.com**

Marshals sign on will be at the
West Cheshire Sailing Boat Club,
Coastal Drive off Harrison Drive
Wallasey. CH45 3PZ



Motorsports Photography and Journalism

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

Phil James

Motorsports Photographer & Journalist

07771 76 86 59 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto



www.pro-rally.co.uk



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

www.knutsfordmotorclub.co.uk


VOXcloud®

Hosted Business Phone System

voxcloud.co.uk / 0333 002 0000



Wallasey Motor Club
presents the



Garage Equipment Group

Promenade Stages
RALLY

Friday 7th and Saturday 8th
September 2018

Kings Parade, New Brighton Promenade, Wirral
Including Friday night flood lit stages and Rally Village
featuring trade stands and rally car exhibitions



ANWCC Stage and Novice Rally
Championship
ANWCC Ladies Rally Championship
ANWCC Allrounders Championship
ANCC Rally Championship
SD34 Stage Rally Championship



For further information please see
www.wallaseymc.com



Lancashire Automobile Club Calendar of Events

**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 motor-
sport.

Details from Carolyn Taylor
01254 385413

**Clitheroe
& District
Motor Club**



TAYBRIDGE
CONSTRUCTION LTD.

Civil Engineering & Building Contractors

CLITHERONIAN 22/23 September MARSHALS NEEDED

**Chief Marshal
Maurice Ellison**
sd34news@gmail.com
Tel. 07788-723721

The VCRR

would like to confirm that the

Bagger 19

**will run to the same format on
26th - 27th January 2019**

However the Bagger 19 will be the last Bagger that will run in the popular format that has tried to re-create the testing targa type rallies of the past within the new rules. As with so many events the organisers have finally arrived at the vintage that the work involved is just becoming too demanding for a small team, over the years the volunteer base and marshal numbers have dwindled enough to make it difficult to re-create what the event stands for.

A route has been presented and entries will be open later in the year on an online system. Every year we have a large number of competitors who say "next year" well next year will be the last of the monster events with the present set ups. We are talking to the MSA about including some new ideas which would make the event more special and enjoyable

We hope to see all our old friends and new in January and hopefully you will attend the wake at the finish.

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 .**



Ormskirk MotorFest

Sunday 26th August

Now entering our eight year, Ormskirk MotorFest is run and organised by **Aintree Circuit Club** in conjunction with West Lancashire Borough Council.

We first hosted Ormskirk MotorFest in 2011, where an estimated 7,000 people wandered through the streets of Ormskirk, soaking up the atmosphere and taking in the sights of hundreds of cars and motorcycles, lining the town's streets.

After that first successful year, the event has gone from strength to strength – we calculated there to be 17,000 visitors in 2012, rising to 25,000 in 2013 and a massive 30,000+ attendees in 2014, 15, 16 & 17. We anticipate similar attendance numbers in 2018!

Last year we celebrated the 60th anniversary of the famous **Vanwall victory at the British Grand Prix at Aintree** and were honoured to have the **very car raced by Sir Stirling Moss** at Aintree that very day.

We accept any interesting vehicle whether it be 2, 3, 4 or more wheeled – we had a lovely restored 1950's Bedford Fire Engine last year!; Veteran, Vintage, Classic, Modern and Contemporary – Saloons, sports, road or competition modified. We generally prefer competition machinery to go in the parades, for which there is no entry fee.

Please Note: We have space limitations in the Park and have therefore limited entries to this area to 250 vehicles. We allocate each car approx' 6m x 2.4m and individually place each vehicle after we have closed for entries.

The Ormskirk Concours d'Elegance also take place in the Park with it's own reserved display area which you may also enter if you have something special!

<http://ormskirkmotorfest.com/>

Pendle District Motor Club &
Garstang & Preston Motor Club

Heroes Stages Rally

Weeton Army Camp

23rd September 2018

REGS : www.gpmc.org.uk

60 Stage Miles

12 Stages

£250 Entry Fee



Marshals

of all disciplines required.

Please contact

Radio. Les Fragle

01995 672230 or 07946 702274

heroesradiocrew@gmail.com

Timing. Alan Shaw

01282 602195 or 07973 616234

shawalan.555@gmail.com

In stage.

Andy Collinson / Karen Whittam

marshall.heroes.stages@gmail.com

AROUND OF

ANWCC 2018 Stage Rally Championship,
ANWCC All Rounders Stage Rally Championship,
ANWCC Ladies Stage Rally Championship.

Gwynnespeed Rally Challenge 2018

SD34 MSG 2018 Stage Rally Championship,

SD34MSG Individual Championship

SD34MSG Inter-Club League

(Supported by Gazzard Accounts)

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,
Rod Brereton,	John Rhodes
Alan Bibby	Bruce Lindsay
Paul Buckel,	Jem Dale,
Steve Butler,	Steve Kenyon
Nick Townley,	Geoff Bengough
George Jennings	Keith Thomas
Tony Lynch	Lauren Hewitt
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
Mike Garstang	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
12th September
2018**

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

ANCC

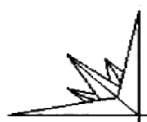


Monday 17th September

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 September edition is
Wednesday the 29th of August
which is due out on**

**Friday the 31st August
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**