

October 2018 spotlight



Tommi Meadows / Emma Morrison

Event Signs

Woodpecker Stages

Photo Courtesy of Phil Taylor



www.sd34msg.org.uk

Volume 9 : Issue 10 : October 2018 : Maurice Ellison

Chairman's Chat

The main focus for me last month was helping with the planning of the Heroes Rally and acting as the Radio Controller on the day. It was unfortunate that after all the preparations we only had an entry of 40 cars but despite several retirements we have had numerous messages saying how much the crews enjoyed the event. When two cars needed suspended tows off the stage on stage 1 and similar things on stage 2 I was thinking it was going to be a very long day but thankfully crews calmed down and the remaining stages went quite smoothly. There is the usual excellent report of the event under the Radio Mutterings section so I will not say anything more.

October will be busy for me with three days on that little event in Wales followed by a week on the Isle of Mull including the Targa Rally and Time Trial and then a Safety Officer workshop in Stirling on the way home. I then get a brief rest before the Neil Howard Stages at the beginning of November followed by a Radio Controller workshop in the middle of the month.

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

Contents

Front Cover : Woodpecker Stages

Pg. 2	Contents	Pg. 38	Grass Roots Motorsport
Pg. 3	Meeting Highlights	Pg. 39	Aintree Sprint
Pg. 4	Member Club Contacts	Pg. 40	Aintree Sprint
Pg. 5	2018 Inter-Club League	Pg. 41	Aintree Sprint
Pg. 6	2018 SD34MSG Championships	Pg. 42	Grumpy Old Git
Pg. 7	2018 SD34MSG Championships	Pg. 43	Grumpy Old Git
Pg. 8	Under 18 Championship Registration	Pg. 44	Inside the Industry
Pg. 9	2018 Championship Registration	Pg. 45	Inside the Industry
Pg. 10	2018 SD34MSG Calendar	Pg. 46	Boness Hillclimb
Pg. 11	Around the Clubs : Clitheroe & DMC	Pg. 47	Boness Hillclimb
Pg. 12	Around the Clubs : Clitheroe & DMC	Pg. 48	Wearside Classic & Targa Rally
Pg. 13	Around the Clubs : Clitheroe & DMC	Pg. 49	Wearside Classic & Targa Rally
Pg. 14	Around the Clubs : Clitheroe & DMC	Pg. 50	NESCRO
Pg. 15	Around the Clubs : More SD34MSG Clubs	Pg. 51	Dream Rides for Kids
Pg. 16	Around the Clubs : Manx AS, Liverpool MC	Pg. 52	GreenPower Racing
Pg. 17	Around the Clubs : Blackpool SSMC	Pg. 53	John Easson Award
Pg. 18	Around the Clubs : Blackpool SSMC	Pg. 54	Dirty Finger Nails Club
Pg. 19	Promenade Stages	Pg. 55	Dirty Finger Nails Club
Pg. 20	Clitheronian	Pg. 56	MSA News
Pg. 21	Heroes Stages Rally	Pg. 57	MSA News
Pg. 22	A Weekend to Forget : Galloway Hills	Pg. 58	MSA News
Pg. 23	A Weekend to Forget : Colman Tyres	Pg. 59	MSA News
Pg. 24	Colman Tyres	Pg. 60	MSA News
Pg. 25	Knutsford Targa	Pg. 61	Training Dates
Pg. 26	Woodpecker Stages	Pg. 62	ANWCC 2018 Championship Positions
Pg. 27	Woodpecker Stages	Pg. 63	ANWCC 2018 Championship Positions
Pg. 28	Vlaandderen Rally	Pg. 64	ANWCC 2018 Championship Positions
Pg. 29	Rallycross	Pg. 65	Mk II Ford Escort For Sale
Pg. 30	Gemini Motorsport Team	Pg. 66	Pair of Rally Pugs for Sale
Pg. 31	Radio Mutterings : Manchester 100 miler	Pg. 67	Odds, Sods & Bodkins & Events
Pg. 32	Radio Mutterings : Promenade Stages	Pg. 68	Odds, Sods & Bodkins & Events
Pg. 33	Radio Mutterings : Promenade Stages	Pg. 69	Odds, Sods & Bodkins & Events
Pg. 34	Radio Mutterings : Promenade Stages	Pg. 70	Odds, Sods & Bodkins & Events
Pg. 35	Radio Mutterings : Promenade Stages	Pg. 71	Odds, Sods & Bodkins & Events
Pg. 36	Radio Mutterings : Heroes Stages Rally	Pg. 72	Odds, Sods & Bodkins & Events
Pg. 37	Radio Mutterings : Heroes Stages Rally	Pg. 73	Odds, Sods & Bodkins & Events
		Pg. 74	Odds, Sods & Bodkins & Events
		Pg. 75	Odds, Sods & Bodkins & Events
		Pg. 76	Odds, Sods & Bodkins & Events
		Pg. 77	And at long, long last : Meeting Dates



MOTOR SPORT GROUP

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MOTOR SPORT GROUP

Meeting Highlights

19th September

- There were no changes to the bank balance.
- There were no date changes to the championship calendar.
- All clubs were asked to start compiling their event dates for next year and pass them to the Secretary, some had already been received.
- The RLO wasn't present but no PR issues were reported from anyone else.
- The latest positions in the SD34 MSG Championships were read out and the details are covered within the rest of '**spotlight**'.
- Ian Bruce, the Stage Rally Compiler, and Margaret Duckworth, the Registration Officer, are standing down at the end of the year so we need volunteers to replace them. Many thanks to Ian and Margaret for their work in those roles.
- There was a discussion about the championship registration fee which is currently just £5 for all championships.
- On-line registration is to be considered.
- A minimum number in any class may be considered.
- There will be a proposal for the Non Race/Rally regulations to change the car lengths in each class in accordance with those for the ANWCC championship.
- There was no report from the last ANCC quarterly meeting held on the 10th September.
- At the last quarterly meeting of ANWCC held on 6th August it was reported that vehicle tracking has been postponed until 2019. The recent changes to seats and roll cages had angered some competitors who had paid to have modifications made which are no longer required.
- The next bi-monthly meeting will be on 21st November at The Poachers, Bamber Bridge.

SD34MSG

Member Clubs & Contact Details

Accrington MSC

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2018 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	1249	1	1
Bolton-le-Moors CC	951	2	2
U17MC-NW	923	3	3
Liverpool MC	829	4	4
Preston MC	466	5	6
Warrington & DMC	387	6	=7
Wigan & DMC	370	7	9
Garstang & Preston MC	318	8	10

Division B		Position	
Club	Points	Div	O/A
Accrington MSC	387	1	=7
Airedale & Pennine MCC	264	2	11
Pendle & DMC	227	3	12
Blackpool South Shore MC	222	4	13
Matlock MC	178	5	14
Wallasey MC	139	6	15
Stockport061 MC	106	7	17
Manx AS	71	8	19

Division C		Position	
Club	Points	Div	O/A
Longton & DMC	743	1	5
Lancashire A.C.	128	2	16
Knowldale CC	101	3	18
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 September 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'

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1/4 page (ish - we are very flexible) advert
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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

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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	185	Clitheroe	Y
2	Calvin Woods	A	158	WiDMC	Y
3	James Swallow	D	106	BLMCC	Y
4	Brandon Smith	D	81	Clitheroe	Y
5	George Merrills	B	53	S061MC	Y
6	Steve Johnson		52	U17MC	Y
= 7	Peter Sharples	B	27	PMC	
= 7	Steve Kenyon		27	G&PMC	
= 7	Robert Jones	C	27	G&PMC	
= 10	Mick Tomlinson	D	26	PDMC	
= 10	Peter Jackson	D	26	G&PMC	

O/A	Co-Driver	Class	Pts	Club	
1	Chloe Thomas	C	184	Clitheroe	Y
2	Conner Aspey	A	157	WiDMC	Y
3	Lauren Hewitt	A	106	Wigan	Y
4	Bruce Lindsey		53	PDMC	Y
5	Terry Martin	D	53	Clitheroe	Y
6	Steve Butler	A	52	Clitheroe	
= 7	Louis Baines		27	PMC	
= 7	Matt Broadbent		27	Clitheroe	
= 7	Kris Coombes		27	PMC	
= 7	Sam Coombes		27	PMC	
= 7	John Knight		27	G&PMC	
= 12	Phil Merrills		26	S061MC	
= 12	Karen Whittham		26	G&PMC	

Results following Round 10

Promenade Stages

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	Matt Flynn	E	83	Clitheroe	6
2	Stephen Holmes	N	65	Clitheroe	6
3	Tony Harrison	E	61	Clitheroe	6
4	Dan Sedgwick	E	58	Clitheroe	5
5	Kris Coombes	E	54	PMC	5
6	Steve Flynn	S/E	50	Clitheroe	6
7	Chris Hewlett	N	49	Clitheroe	6
8	Dan Fox	N	42	Clitheroe	4
9	Mark Johnson	E	41	Clitheroe	5
10	Ian Swallow	N	40	BLMCC	6
11	Mark Standen	E	39	G&PMC	4
12	Dominic McTear	E	38	Clitheroe	4
13	Paul Pendleton	N	33	Clitheroe	5
= 14	Jem Dale	E	29	G&PMC	3
= 14	Mark Dixon	S/E	29	Clitheroe	4
16	Charles Andrews	N	20	PMC	2
17	Pete Sharples	N	17	PMC	3
18	James Taylor	E	16	Clitheroe	2
19	Phil Shaw	N	9	Clitheroe	1
20	Andy Williams	N	4	U17MC	2
21	Russell Starkie	N	3	Clitheroe	1

O/A	Navigator	Class	Pts	Club	Rds
1	Rob Jones	E	72	Clitheroe	6
2	Sam Ambler	E	55	Clitheroe	5
3	Ben Holmes	N	51	Clitheroe	6
4	Louis Baines	E	50	PMC	5
5	Grace Pedley	N	45	Clitheroe	6
= 6	Matt Hewlett	N	38	Clitheroe	6
= 6	Stephen Butler	E	38	Clitheroe	6
8	Jonathon Webb	E	36	Hexham	4
9	Leah Brown	N	35	Clitheroe	4
= 10	Matt Broadbent	E	32	Clitheroe	4
= 10	Ian Graham	E	29	Clitheroe	5
12	Paul Taylor	E	28	Clitheroe	3
13	James Swallow	N	23	BLMCC	5
= 14	James Chaplin	E	18	G&PMC	2
= 14	Harris Holgate	N	17	Clitheroe	3
16	Steve Frost	E	16	G&PMC	2
17	Elliott Shaw	N	11	Clitheroe	2
18	Sam Coombes	N	8	PMC	1
19	Lauren Cook	N	4	U17MC	2

Results following R8

The Clitheronian Rally

22/23rd September

Provisional Final Results

Individual Championship

O/A	Competitor	pts	Q	Club
1	Nigel Fox	145	Y	Clitheroe
2	Andy Williams	119	Y	U17MC
3	Steve Johnson	107	Y	U17MC
= 4	Stephen Holmes	99	Y	Clitheroe
= 4	Rob Jones	99	Y	Clitheroe
6	Ben Holmes	75	Y	Clitheroe
7	Louis Baines	72	Y	PMC
= 8	Kris Coombes	63	Y	PMC
= 8	Lauren Hewett	63	Y	Wigan
= 10	Steve Smith	58	Y	Accrington
= 10	Lauren Crook	58	Y	U17MC
12	Calvin Woods	57	Y	Wigan
13	Tony Harrison	53	Y	Clitheroe
14	Chris Hewlett	41	Y	Clitheroe
15	Steve Butler	39	Y	Clitheroe
16	Dan Sedgwick	36	Y	Clitheroe
17	Sam Ambler	32	Y	Clitheroe
18	Peter Sharples	29	Y	PMC
19	Mark Johnson	27	Y	Clitheroe
20	Sam Coombes	24	Y	PMC
21	Matt Broadbent	19	Y	Clitheroe
22	Steve Kenyon	13	Y	G&PMC
= 23	Steve Price	11	Y	Clitheroe
= 23	Michael Tomlinson	11	Y	Pendle
25	Elliott Shaw	7	Y	Clitheroe

Last Updated 30th September

Only showing those that have qualified



MOTOR SPORT GROUP

Non Race/Rally Championship

O/A		Class	Score	Club
1	Jamie Foster	B	84.66	U17MC
2	Warren Nichols	A	84.28	BLMCC
3	Andy Williams	A	83.40	U17MC
4	James Williams		81.34	U17MC
5	Steve Johnson		80.46	U17MC
6	Scott McMahon	A	79.72	U17MC
7	Chris McMahon	A	79.62	U17MC
8	Jason Crook	E	77.97	U17MC
9	Lauren Crook	C	77.82	U17MC
10	Phil Clegg	E	70.16	AMSC
11	Steve Smith	A	63.75	Accrington
12	Dave Graves	B	57.65	Bolton
13	Stephen Holmes	A	52.45	CDMC
14	Ben Holmes	A	31.12	CDMC
15	Louis Baines	E	20.11	PMC
16	Kris Coombes	E	19.99	PMC
17	Steve Price	A/E	18.81	CDMC
18	Sam Coombes	A	18.77	PMC
19	Peter Sharples	A/E	17.83	PMC
20	David Robinson	B	10.79	U17MC
21	Martin Fox		9.85	Wigan
22	David Goodlad	E	1.00	Bolton

Following Event City (16th September)

U18 Championship

O/A		pts	Club
1	Matthew Nichols	109	BLMCC
2	Alexander Baron	68	AMSC
=3	James Robinson	20	U17MC
=3	Elliott Shaw	20	CDMC

Following U17MC PCA etc 19th August

Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	Nigel Fox	84.47	2	Clitheroe
2	R.Thorpe	82.14	1b	Liverpool
3	David Goodlad	80.69	S	Bolton
4	S.Wilson	80.63	2	Longton
5	J. Wadsworth	80.38	S	Lancs AC
6	Rob Holt	80.14	3	Liverpool
7	C. Duncalf	79.22	3	Liverpool
8	W.Campion	76.48	1c	Liverpool
9	Nigel Trundle	70.29	1b	G&PMC
10	J.Early	56.77	1b	Longton
11	J. Pinder	50.40	1b	A&PMMC
12	Steve Price	47.86	1a/b	Clitheroe
13	D. Welton	47.35	3	Longton
14	S. Norton	37.25	3	Longton
15	J.Wright	20.47	2	Pendle
16	R. Hargreaves	20.10	3	Pendle
17	S. Nicholson	19.31	2	Pendle
18	David Robinson	9.75	S	U17MC
19	M. Tomlinson	9.20	5	Pendle

Last updated 19th September

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Maurice Ellison	287	Clitheroe	Y
2	Amanda Baron	167	AMSC	Y
3	Tracey Smith	147	AMSC	Y
4	Sean Robertson	87	Liverpool	Y
5	Barry Wilkinson	84	Pendle	Y
6	Bill Gray	81	Liverpool	Y
= 7	Robert O'Brian	77	Warrington	Y
= 7	William O'Brian	77	Warrington	Y
= 9	John Harden	67	Liverpool	Y
= 9	David Hunt	67	Liverpool	Y
= 9	Steve Smith	67	AMSC	Y
= 12	Geoff Main	60	Liverpool	Y
= 12	Alan Shaw	60	Pendle	Y
14	Les Eltringham	50	Pendle	Y
15	Les Fragle	47	G&PMC	Y
= 16	Rod Brereton	40	Pendle	Y
= 16	Ian Mills	40	Pendle	Y
= 16	Peter Wright	40	Pendle	Y
= 16	Colin Baines	40	PMC	Y
= 16	Danny Cookson	40	PMC	Y
= 16	Kris Coombes	40	PMC	Y
= 16	Sam Coombes	40	PMC	Y
= 16	Jamie Elwell	40	PMC	Y
= 16	Terry May	40	PMC	Y
= 16	Dave Barratt	40	Accrington	Y
= 26	Paul Flynn	30	Clitheroe	Y
= 26	Stephen Holmes	30	Clitheroe	Y
= 26	Steve Lewis	30	Clitheroe	Y
= 26	Kim Coombes	30	PMC	Y
= 26	George Postlethwaite	30	PMC	Y
= 26	Joe Ring	30	PMC	Y
= 26	Louis Baines	30	PMC	Y
= 26	Lee Birkenhead	30	PMC	Y
= 26	Robert Grimshaw	30	PMC	Y
= 26	Peter Sharples	30	PMC	Y
= 26	Craig Shooter	30	PMC	Y
37	Alexander Baron	27	AMSC	Y
= 38	Chris Hewlett	20	Clitheroe	Y
= 38	Phil Shaw	20	Clitheroe	Y
= 38	Jez Turner	20	Clitheroe	Y
= 38	Amanda Anderson	20	U17MC	Y
= 38	Ian Farnworth	20	G&PMC	Y
= 38	Steve Kenyon	20	G&PMC	Y
= 38	Peter Schofield	20	Pendle	Y
= 38	Peter Wilkinson	20	Pendle	Y
= 38	Tim Millington	20	Warrington	Y
= 38	Ben Coombes	20	PMC	Y

122 Marshals have Claimed points
47 marshals have Qualified

Last updated 26th September

2019 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME
ADDRESS
..... P'CODE.....

TEL NO Home..... Mobile.....
E-MAIL ADDRESS

SD34 NOMINATED CLUB (one club only)

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

SIGNATURE DATE

Parent/Guardian Information Name

Parent Signature DATE

(If different to above) Address

Post Code e-mail

Tel No Home Mobile

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

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

Please tick this box if
you are under 18.

☐

If ticked then parent/
Guardians section must
be completed

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

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

CLASSES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Racing Cars conforming to Section S15

2019 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 2019 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
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	CANCELLED
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

2018 Championship Rounds by Discipline at a Glance

SD34MSG Stage Rally Championship 2018

Date	Event	Organising Club
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
6 Oct	Anglesey Sprint	Longton & DMC
7 Oct	Anglesey Sprint	Longton & DMC

Training Dates 2018

Date	Event	Venue
1 Dec	First on Scene	Darwen Services

SD34MSG Road Rally Championship 2018

Date	Event	Organising Club
All Rounds Complete		
6 Rounds to Count		

Non Race/Rally Championship 2018

Date	Event	Organising Club
14 Oct	PCA	A&PMCC
21 Oct	PCA @ Wern Ddu	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 @ Wern Ddu	Warrington & DMC
9 Dec	PCA	A&PMCC

Clitheroe & District Motor Club



'What's On' at CDMC

October 2018

Tuesday 2nd October
Geoff Hall



Tuesday 9th October
Andrew Jones

Newly crowned 2018 Motoring
Club of Barbados Rally Champion,



Tuesday 16th October
Scatter R2

See page 14 for Details

Thursday 18th October
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 23rd October
Mull Forum
Rally Sprint & Targa

Tuesday 30th October
Tommi Meadows



Clubnights & More at CDMC in September

Tuesday 4th September
Andy Dawson



Andy Dawson visits CDMC

Over the past few years we have had many guests who have been both entertaining and enjoyed performing various roles within rallying, but this was to be the first time we have had a guest who has enjoyed a wonderful career as an engineer, part time journalist, F3 racing team principal, successful rally driver, world rally team principal and has recently crowned as an economy run world record holder! To the younger members of the club it would be an insight into someone who they may not be too familiar with but to the older brethren it would be a nostalgic night as they listened to a guy that was heavily and successfully involved in what many believe were rallying's most iconic years.....a fantastic turnout was the result as Andy Dawson arrived to tell us all about it.



Andy Dawson first started driving at the age of 12 on some scrubland using a Clinton powered go-kart that delivered at least 1 ½ HP but it was enough to spark a life-long interest in the sport. The intricacies of plot & bash night events in East Anglia were the next thing he tackled but in the navigator's seat of a Mini-van...which sported all of 850cc but was probably plenty fast enough for a 14-year-old! As University beckoned a Singer Chamois was obtained and with this the driving career started to develop with the Engineering side coming clearly to the fore as his Uni flatmate was one Sir Patrick Head who subsequently went to be a co-founder of, and Engineering Director at Williams Grand Prix Engineering – the post lecture late night discussions must have been interesting! Night events were still on the menu as impoverished students but certainly the speed and damage levels were increasing as the level of competitiveness grew....

Continued on Page 12

Andy Dawson Visits CDMC

Continued from Page 11

He was finishing third to the likes of Clark and Malkin!! University and a graduate traineeship at Rootes Chrysler then beckoned. While at Chrysler, Andy started Special Tuning (the now renowned Peugeot-owned company), helped develop the Avenger Tiger, and co-ordinated the Bevan Imps to win the British Saloon Car Championship (later renamed the BTCC) in 1970, 71 and 72.

After this engineering triumph, it was time for Andy to take the wheel himself. Andy's first 'pro' drive was in a Clan Crusader and resulted in second place in the 1972 Manx International Rally.

Andy then gave the Chrysler Avenger its first International win with David 'ProDrive' Richards navigating. He went on to win Group 1 on the RAC Rally in '73 in an Avenger (whilst proposing to his then girlfriend!) and won Group 1 on the Welsh in an Alfa Romeo. At the end of '74 Andy was awarded the Kleber Scholarship and with it a Datsun Violet – at the time, probably the biggest prize ever in UK rallying. Andy went on to win the Snowman Rally in Scotland with the Violet in 1975. Around this time he also earned himself a drive in a loaned "works" Escort to do the Wyedean with..and it was all going swimmingly until they awoke on the morning of the event to find the car/trailer had been stolen during the night!!

For 1976 Andy was waiting for a promised factory Datsun to appear but whilst waiting managed to badger Graham Warner of the Chequered Flag concern into allowing Andy and Clive Richardson to test the iconic Lancia Stratos on the Tour of Dean prior to winning the Mintex International Rally despite some confusion at Olivers Mt where the brakes had failed but the stage was cancelled- which was a source of great debate before the results were declared final. This result has been considered by many to be one of the greatest wins in UK National rallying. Andy also won the Texaco Rallysprint in a Stratos in '78 and has the accolade of being the only driver to have driven all 3 versions of the Stratos in competition. His observations about the car were interesting in that whilst it had just over 210bhp it went exactly where you wanted it to go on relatively narrow tyres that Andy had insisted upon.

In '77 Andy developed the Mark II Escort with Ford, culminating in leading the RAC Rally prior to a big roll although he did win the Lindisfarne rally. He also gave Mazda its first international rally win in South Africa at the end of the year

In '78 Andy began managing and driving for Team Datsun Europe in their 160J Violets, continuing to do so for 5 years. With Datsun, Andy achieved runner-up spot in the World Championship in '79, '80 and '81, and during the period 1979-80 scored more points in the World Rally Championship than any other British driver.

Continued on Page 13



Andy Dawson Visits CDMC

Continued from Page 12

The combined workload of driving and running the team was proving to be debilitating so Andy ended up putting Tony Pond in the car culminating in an incredible third overall in Corsica which for a car that was not too powerful, or a renowned tarmac car was some achievement. In '85 Andy started the 555 Rally Team to enter the Hong Kong to Beijing Rally, engineering victories for Hannu Mikkola and Stig Blomqvist in Audi A2 Quattros which won in both '85 and '86.

Other programs Andy has been involved in include the development of the amazingly quick Diahatsu driven notably by Terry Kaby which he pedalled extremely quickly- whilst the gearbox behaved. The time for a gearbox change was down to 8 1/2 minutes at the programme conclusion! Racing has also seen extensive Dawson involvement on the engineering side which included running a F3 team plus engineering and winning as a driver in Truck racing. He also found time to compete in a Caravan Rally using an Austin Princess and, in the process, frightening Dave Orrick on Epynt...he was determined to beat Pondy who was in a Triumph PI...the mind boggles really! Another project involved building an Avenger in one week for an event in Paraguay which saw him sharing lunch with Juan Manuel Fangio, avoiding the gunman who shot a marshal and changing the speedo cable on a ferry whilst avoiding the giant anacondas and crocodiles! We probably didn't touch on the full spectrum of projects his Dawson Auto Developments concern have been involved with since the mid-seventies till now- another night or two would be required!

How he has found time to write for many publications I don't know but at the time his articles in the still missed Car and Car Conversions (Triple C) were discussed in car clubs all over the country- indeed many of his "Dawsons Dodges" have been re-published in contemporary magazines over 30 years after having been written! In the end we just ran out of time and Andy got a great ovation as he dashed off to prepare to appear on the Chris Evans radio show the following morning to talk about his recent record-breaking economy runs... 120mpg plus!! One could safely conclude that Andy has always loved been busy.... a top top night and thanks to Terry Martin who had arranged it. Thanks, are also due to the D.A.D webpage in helping me get some of the facts correct...there was really too much to recall on my bit of paper...

Tony Vart, Clitheroe & District Motor Club



Watch it Now on YouTube

<https://www.youtube.com/watch?v=vB6d6e1hOEQ&feature=youtu.be>

**Clitheroe
& District
Motor Club**



Christmas Party
Tuesday December 18th
Waddington Club
Approx £16
Names to Heidi



Clubnights & More at CDMC in September

Tuesday 18th September 2018 Scatter Series R1

The first in the series of the 2018 Winter Scatter Rallies saw 8 crews tackle the clues that Phil and Elliott Shaw had put together. The majority were in the area to the North of the A 6068.

Dan & Sam set the pace coming home with 8120 points more than Paul & Harris but were penalised 40 points for late arrival back at the finish.

Last years winning crew of Dan Fox & Leah Brown swapped seats with Leah now driving & Dan in the silly seat.

Stephen Holmes had new member Ian Daws sat in with him. Too much time was taken plotting the Clues leaving very little time to find those clues on the road and when on the road (Ian found that his eyesight was not as good as he had thought). The clues & marks he had written on the map in too small a script resulting in some answers being given to the wrong question

2018 Scatter Series

R	Map/s	Date	Start	Time	Clerk of Course
2	97, 102, 103	16/10/18	Forton Services N/bound	7:30	Matt Hewlett
3	98 103	20/11/18	Waddington	7:30	Gareth Shepherd
4	102 103	4/12/18	Waddington	7:30	Paul Buckel

Winter Scatter Rally Series Championship Table after R1

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Dan Sedgwick	30	1	Sam Ambler	30
2	Paul Pendleton	25	2	Harris Halgate	25
=3	Phil Shaw	23	=3	Elliott Shaw	23
=3	Ben Mitton	23	=3	Levi Nicholson	23
5	Leah Brown	20	5	Dan Fox	20
=6	Paul Redford	19	=6	Fran Redford	19
=6	Chris Hewlett	19	=6	Matt Hewlett	19
8	Jonnie Collett	17	8	Stephen Hardy	17
9	Stephen Holmes	16	9	Ian Daws	16

Tuesday 25th September Clitheronian Forum

Simon Boardman / Roger Mather 24th O/A

Only Rogers second Rally. Simon took it steady in the 1st half. Bit more of a push in the 2nd half

Chris & Matt Hewlett 22nd O/A

Matt was not impressed with his own performance. Couple of overshoots & 3 wrong slots, Chris thought it was brilliant

Ben Mitton / Levi Nicholson 21st O/A

Managed to spin the Metro twice. Lost a spotlight in the 1st half - Next event Mull

Steve Flynn / Tony Vart 20th O/A

A Slight overshoot near Cowling & a wrong Slot on Lythe were the only Problems. Next event for Steve is the Exmoor Targa. Next for Varty is the Pokerstars

Paul Pendleton / Harris Holgate 16th O/A 1st Novice

Really enjoyed the event, brilliant roads. Cooked the brakes on the second section over to Malham . Wrong slotted in a transport section putting them behind those that they had caught and passed. Next event : The Ryemoor

Dominic McTear / Matt Broadbent 14th O/A

No real 'Moments' all night - Steady away. Last Section before Petron took same minute as Terry & Andy. Came to a T Junction and Terry turned left & Matt & Dom turned right (right was the correct route) Nice to get a finish

Stephen & Ben Holmes 12th O/A

Knew none of the roads in the first half. Stalled Engine when braking and the car didnt want to start - dropped a few minutes. Overshot a few CBs. On Lythe made a wrong slot and lost a few more minutes. Stephen will require a Nav for 2019 as Bens social life is suffering

Dan Fox / Leah Brown 8th O/A 1st in Class

A miile or so into 1st section had a straight on and were bumping across the moor rather than on the road. Backed off after that. No wrong slots and no problems. Met Stephewn Holmes after his wrong slot on Lythe & chased him to the end

Kris Coombes / Louis Bains Preston Motorsport Club : 7th O/A

Kris used to Nav for Louis.. Now they mix it between them. Both work on & own the car/s. Lots of Moments Best Rally they have ever done

Matt Flynn / Rob Bryn Jones 3rd O/A 1st in Class

The Odd excursion here & there but the biggest problem was the gearbox - only 1st, 3rd & 5th for most of the night

Dan (Seddy) Sedgwick / Sam Ambler 1st O/A

Being on home ground Seddy was feeling the pressure. Had fitted a pair of rear shockers & new pads. Still ran the Yoko 21Rs that he has run all year. As entertaining as ever

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 fourth 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,	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



Manx Auto Sport

OrmCo Stages Rally

OrmCo Junior Stages Rally

9th February 2019

OrmCo



Manx Auto Sport are pleased to announce an additional event to their Stage Rally Calendar in 2019. February 2019 will see the return of a **Single Venue Rally at Jurby Motordrome.**

With this Manx Auto Sport are pleased to announce a new title sponsor for the event. Local firm OrmCo will become sponsor for the event in 2019

This Single Venue event will incorporate two Rallies, "OrmCo Stages" and "OrmCo Junior Stages". The "OrmCo Junior Stages" is dedicated to Junior Competitors (driver aged 14-17, with cars restricted to 1000cc). Both events are planned to cover approx. 35 special stage miles.

Entry to the event will be £225 for the OrmCo Stages and £185 for the OrmCo Junior Stages.

Travel inclusive rates will be available for any crew from off the island wishing to join us

To help competitors with their costs, Manx Auto Sport are pleased to announce that they will accept staged payments towards the event.

Formal Entries are planned for opening in November 2018.

Any Crews wishing to register their interest in the event and to start a staged payment plan should email :

entries.manxautosport@gmail.com

We hope the simple and cost effective format will encourage old and new competitors from on and off the island to compete

Announcement

Following recent news, Manx Auto Sport (organisers of the Manx National Rally and PokerStars Rally) would like to confirm that the planned PokerStars Rally - to be held over the weekend of 9th & 10th November, is not affected by recent events. The event preparations are progressing well and we look forward to welcoming both crews and volunteers from on and off the island to the event in November.

Entries are still being received and will close on 28th October 2018. Any crews wishing to enter should visit www.manxautosport.org to avoid missing out.

Manx Auto Sport would like to place on record their thanks for the assistance and support it has received from all parties involved in promoting and running their events.

www.manxautosport.org

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.

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

6th Oct

Track Day 2

Bolton-le-Moors CC

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



**Meet every other Tuesday
And start at 8pm
The Poachers,
Cuerden Way,
Bamber Bridge,
Preston PR5 6BA**

A View From The Shore

News from Blackpool South Shore Motor Club

by Phil James

Blackpool South Shore Motor Club members headed off to the Wirral peninsula at the start of the month in order to contest the Promenade Stages Rally, an annual closed road event on New Brighton's sea front.

Organised by Wallasey Motor Club, eighty-eight cars made the start of the two-day rally that got underway, in front of a large crowd of spectators, with two stages on Friday evening.

John and Alex Stone's start was hampered by a gear-box sensor that wouldn't allow the selection of their Legend Fires Ford Fiesta S2500's sixth gear, a must have for the long straight sections of the stages. Given this handicap the father and son team were happy with their fifth place in the overnight standings knowing that their service crew would solve the problem before Saturday's ten stage schedule.

By midday on Saturday, despite some torrential rain, the pair had moved up to third place but a stall at hairpin on the tenth stage allowed Nigel Gibbard and Simon Rogers to move their Darrain T90 GTR in front. By the start of the twelfth and final stage both crews had matching accumulative times but the Fiesta was quicker by three seconds giving the Stones a much-deserved podium finish.

Gary Dillon and Dave Riley hadn't competed together since their big accident almost two years ago on the Tour of Mull. The rebuild of their Honda Civic Type R, that included a new shell, cage, engine, re-housed gear-box, suspension and much, much more was only completed in the days leading up to the rally. With no time to test the car teething troubles were almost inevitable but fortunately they only had some minor issues with a cooling fan not operating correctly and a rear shock absorber top mount requiring some attention. They made a cautious start leaving them in 48th place in the overnight standings but by Saturday's finish they had climbed the leaderboard to finish in 30th place overall.

Paul Reader and Callum Cross were another South Shore crew to make great strides up the leaderboard after completing Friday's opening leg in 76th place. By Saturday's finish their Peugeot 205 GTi had gained thirty places to complete the rally 46th in the final standings.

Barry Armer continued the trend of South Shore members improving on their ranking in the overnight standings. Co-driving Barry Stenhouse in a Morris Mini, despite coil and brake issues, the pair gained seventeen places on Saturday's stages to finish in 60th place.

It wasn't long before Barry Armer was in action again as two weeks later he tackled the Heroes Stages at Weeton Camp as co-driver to Richard Bromley in a Vauxhall Nova. The progress through the early stages was severely hampered by brake issues and unable to solve the problem they retired mid-way through the rally.



Richard Bromley/ Barry Armer : Heroes Stages



Gary Dillon/Dave Riley : Promenade Stages



James & Chris Ford : Heroes Stages

Continued on page 18

View from the Shore

Continued From Page 17

Callum Cross was another making a quick return to the stages on the Pendle Motor Club/Garstang & Preston Motor Club Weeton event, this time co-driving Adrian Lloyd in his BMW E46 Coupe. Sadly, his rally wasn't so much quick as short as the BMW crashed out on the opening stage after being caught out on a patch of oil deposited by an earlier car.

The event certainly wasn't kind to South Shore co-drivers as Craig Simkiss could add his name to those of Barry Armer and Callum Cross as a non-finisher. Simkiss was teamed up with Peter Jackson in his Ford Escort Mk2 and the pair were leading the event when the clutch exploded on the third stage.

So that made three BSSMC co-drivers making an early exit but it didn't end there! Matty Daniels, co-driving Mark Knight in his Ford Escort Cosworth, only completed one stage before the car went off into the scenery on the following test, ripping off a wheel in the process. So, all in all, there were four South Shore co-driver retirements in sight of the Tower!

Thankfully it wasn't all bad news, James and Chris Ford debuted their new Ford Escort Mk2 to good effect finishing fourth overall and winning the third in Class D Awards.



Mark Knight /Matty Daniels: Heroes Stages



Adrian Lloyd/Callum Cross : Heroes Stages



Pete Jackson/Craig Simkiss : Heroes Stages



Paul Reader/Callum Cross : Promenade Stag-



John & Alex Stone : Promenade Stages Rally



Barry Stenehouse/Barry Armer : Prom Stages



Garage Equipment Group

PROMENADE STAGES RALLY

7th - 8th September 2018



WALLASEY MC

GEG

Promenade Stages 7th & 8th of September

Back with Brandon Smith and his Darrian for this one, two stages on the Friday night, the weather was fine but they had forecast rain for the ten stages on Saturday.

Seeded at car six, we were hoping to improve on our fifth place the year before, the trouble with the Friday night stages, is the reverse seeding, which means a late finish and less time in the pub after! Still beggars can't be choosers as they say, 15th after the first stage, room for improvement, up to 11th after SS2, that will do nicely.

Saturday, and its pissing (*technical term meaning raining rather heavily*) it down, off with the slicks, on with Michelin wets, up to 8th after the third stage, stage 4, we set off from the start line, and Lyndon Barton is coming down to the HPR, he loses it on the greasy surface, and his backend swings out and is inches away from our front wing, little did we know, but he knocked a cone under our front wheel arch, which we carried as a passenger for two and a half laps, back down to 9th.

Eventually the rain eased, and then stopped, two stages to go, back on with the slicks, up to 8th and forth in class, with one to go, and were six seconds off Chris Wise in his Fiesta S2000, we have a chat on the start line and Brandon decides he will give it a go, and try and take 7th, we are flying, the best stage of the day by far, we go seven seconds quicker than Chris, and moves up to 7th and 3rd in class, not quite what we wanted, but still a good day out, and, no damage to the Darrian, which ran faultlessly all day.

Next events.

Agbo stages. (Darrian T90).

EdgeSpeed Stages. (Probably in the best Nova in the country).

And at least a two page report for both of these

Brandon / Terry. Millington Darrian Gtr.

- Strawberries are the only fruits whose seeds grow on the outside.
- Avocados have the highest calories of any fruit at 167 calories per hundred grams.
- The moon moves about two inches away from the Earth each year.
- The Earth gets 100 tons heavier every day due to falling space dust.
- Due to earth's gravity it is impossible for mountains to be higher than 15,000 meters



CLITHERONIAN

22/23 September

Always in recent years held in September but this year a move of start and finish location to Settle and the excellent local Rugby club allowed the Paul Buckel/Steve Butler management duo to dish up a route that offered roads that hadn't been used for a while but still including some old favourites...I for one, and judging from the social media comments since, it would appear all thought the move was a great success. The night was cold at the start but the temperature soon warmed up with the start of the serious stuff just up the road....the difference to other events I feel is that the sections seem longer (or it could be that I am just feeling it as i get older!) and whilst still including the mandatory CB's the feel of the event is closest in nature to the good ol' days that lads keep rattling on about. This is a great tribute to the organising team who use a simple navigational format with crystal clear documentation which undoubtedly means it's the performance of the crews that decide the results which is of course how it should be!

The performance of myself and Steve Flynn was ok as we tried hard all night and ended up 20th overall which wasn't too bad...it's a shame that clubs don't run a lower capacity class in order to encourage people to start or concentrate on a class - the climb out of Settle on the first section certainly tested the 1400cc engine and didn't miss a beat all night (again) which is a tribute to the condition that Steve always turns the car out in... absolutely immaculate. I missed a couple of slots but nothing too major although probably a dropped minute between them...on a rally that seems to be fast and furious we did ok I feel without taking risks that don't seem so enticing once past sixty!

It goes without saying that congratulations are due to Sam and Seddy on their maiden win...I remember them turning up three short years ago at Waddington in a lime green mini... hoodies and /or baseball hats obligatory wear and wonderingwell its fair to say what a team they are proving to be around here...fast and furious certainly but they seem to stay on the road as well and both lads are obviously on top of their game at the moment. Maybe the secret is contained in their pre-event diet... freshly grilled road kill washed down with a petroleum based cocktail!? Always a pleasure to talk to and with the likes of Dan Fox and Leah Brown also proving extremely rapid in their Clio the future for CDMC and their youth policy looks assured.....and a troubled run with the usually reliable Proton preventing a major challenge on the night but still quick enough to secure Matt and Rob the overall SD34 titles...the place to be is CDMC!

Thanks to all who helped Paul and Steve organise plus all the marshals who turned up on the night ...one of the best photos that Ellison (the younger) took on the night was of Ellison (the elder) and Buckel in the opening car.....the family likeness is uncanny but how on earth did CDMC manage to secure the services of Obi-Wan Kenobi and his hitherto unknown son to do that job!??

The best rally of the year in the end of seasons awards again...I wouldn't bet against it!!!

Tony Vart : Car 27 : Clitheroe & District Motor Club

Clitheroe & District Motor Club



Steve Flynn / Tony Vart



First 1st O/A Seddy & Sam



Provisional SD34MSG Champions

**Above Photos Courtesy of Jez Turner
Photo Below Courtesy of Chris Ellison**



Garstang & Preston MC + Pendle & DMC

Heroes Stages Rally

Weeton

23rd September

Roy Wadsley and Mark Broadbent retired from the 6th running of the Heroes Stages Rally run once again at Weeton Army Camp. The true cause unknown right now, although officially the crew have retired with no oil pressure.

Weeton continues to be a tough venue for the clubman rally teams, featuring many square corners and the notorious kerbs which have caught many competitors out over the several years it has been used as a rally course. This year the weather was kind with a clear, bright day meaning the usual slippery corners were not too much of a concern, however standing water still present in some areas made sure competitors stayed alert.

For Roy and Mark, it was a return to the same rally they first teamed up at in 2015. Back then they failed to finish as car 34 and the cruel luck seems to be continuing, now only one finish in four starts for the crew.

Stage one started early and unfortunately finished early. Two miles into the stage oil smoke came into the car and poured out of the engine bay. In order to get round the stage and hopefully get to service, the crew eased the car round but suspecting serious damage, decided to stop three miles in.

Mark Broadbent stated "Tough day today and shows how cruel the sport can be. Hopefully it won't be a complicated fix and the car can rally again this year"

Many congratulations to the overall and class winner today - they were rapid throughout the day and Weeton proved that it is still a challenging venue with only 23 crews taking the finish. Eric Roberts and Merfyn Williams are certainly worthy winners in their Ford Escort, leading by 46s at the finish. Although had it not been for an overshoot and in car sickness from Martin Farrar and Andy Ward in the Subaru Impreza, the result could of been different. Instead, it was Roberts' celebrating his first win of his career.

Roy and Mark could not of competed today without the fine work of the service crew - many thanks to Simon, Bill and Steve for all their help over the day.

Final thanks to Pendle District Motor Club and Garstang & Preston Motor Club for organising the rally.

Next event for Roy remains to be confirmed, although YUK will hopefully see another stage event soon, possibly as early as the Adgespeed Stages in October. For Mark, it is the Roberts Garages Jersey Rally 2018. Held on the island of Jersey, it will be the second time he has tackled the event with David Longfellow in the Subaru Impreza LX.

Mark Broadbent : A&PMMC



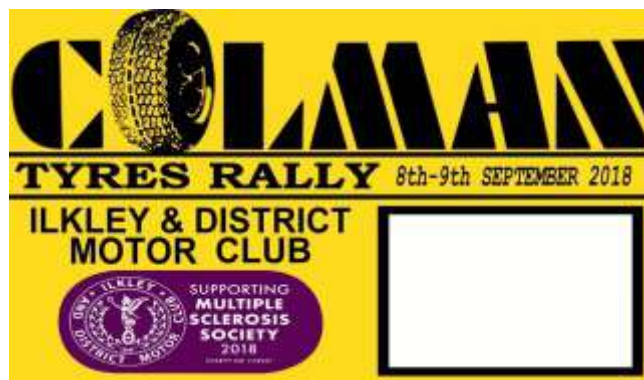
A Weekend to Forget

Galloway Hills Stage Rally & Colman Tyres Road Rally

After a quiet summer I had thirteen events lined up for the final third of the year starting with a double header on the first weekend of September. On Friday I headed north to the final round of the Scottish Rally Championship, the Galloway Hills Rally. I haven't done many Scottish gravel events and this was my first time competing on the Castle Douglas based event but I'd heard good things about it so looked forward to something new. I was navigating for Jim Stephenson in his 1600 Talbot Sunbeam, a tidy little historic car although for this event we opted for Class 2 (up to 1600cc, 8 valve engines) rather than the single historic class as we didn't feel the myriad of Pinto and BDA engine Escorts were fair competition, let alone the Mitsubishi Galant VR4. The event was quite a simple format, 5 stages with service after each pair of stages before finishing back in Castle Douglas. I had been through the pacenote DVD the week before the event and made quite a lot of changes to simplify them in the hope of actually being able to get them all out in time without confusing Jim. After a delay at the start of the first stage we eventually got started and decided we would play ourselves in gently as we got used to each other and the conditions. Despite there being numerous cars off in a range of ditches we got through without incident, other than stalling the car on the way to management service and requiring a bump start, a recurring problem we would experience again. Tyre pressures checked we headed for Stage 2 and I could tell Jim had got his eye in as he upped the pace without taking any big risks and we jumped ten places up the leader board and into third in class. At the first main service of the day there was no major work required. Neil adjusted the idler jets in the hope of stopping it stalling again and the need to bump start but other than that all was well and the orange Sunbeam attracted a few admirers and former Talbot owners who wanted to chat about the car.

The longest road section of the event took us to Stage 3 which started with 300 !Bmp/Bridge and despite being cautioned we hit the bridge so hard it launched the back end into the air, landed crossed up at which point I thought we were about to be launched into the ominous looking ditch on the right hand side. Luckily Jim kept his foot in, gathered it up and we pressed on. This stage seemed drier and looser than the first two but we reached the finish without any other drama and climbed a further three positions. On the road section to stage 4 the car again stalled and refused to start and after three or four attempts we only just got it started as we reached the bottom of a dip. Stage 4 was a repeat of Stage 2 so we hoped to take a few seconds off our previous time but it wasn't to be. After only a couple of miles the engine developed a chronic misfire and eventually cut out. We coasted to a stop behind a Fiesta that was already parked at the side of the road and I got out to see if I could find the problem. The distributor hadn't moved, all plug leads were in place, the rotor arm was ok and there was no sign of head gasket failure so we concluded it had either spun a shell or dropped a valve. The only saving grace to our retirement was that we were able to get the Fiesta crew going again. They had stopped to change a puncture but their jack couldn't lift the car high enough. With the lone of our jack and a bit of brute force they got a spare on and went on to finish the rally.

After towing the car back to Castle Douglas we loaded it onto the trailer and headed South as my day wasn't over yet. Saturday night was the Colman Tyres rally so after a quick bite to eat I headed to the Bedale Sports Club. Stan had already been through scrutineering and signed on so all I needed to do was sign on and get the quiet spots and black spots on the map. Like the previous two years the bulk of the competitive mileage was in Catterick ranges over the mix of gravel, concrete and tarmac roads. Half an hour before our start time I was given the first half and quickly got it on the maps, thankfully the organisers had avoided a boring list of grid references and instead used map feature based handouts which are much quicker to plot. As we left the start as Car 2 we were given the second half route instructions and the maps for Catterick. I elected to spend the run out to Catterick familiarising myself with the maps and planned to plot the second half at petrol. This years maps were different to what had been previously used and weren't OS based although they had an inordinate amount of detail. After my customary wrong slot on the run out we arrived at the start of the first selective. All was going well until we reached the first codeboard where I called "codeboard, T Left, straight over cross roads". I wrote the codeboard down, looked up, saw a gate into a field and said go left, only to be confronted with another T junction.



A Weekend to Forget

Continued From Page 22

We turned round and tried another road but it was obviously wrong. As we backed up Car 3, Guy Woodcock shot behind us through the gate and we set off behind him. The rest of the opening section when generally ok but we were already on the back foot. The second section went worse still with me missing numerous slots and doubling back to find codeboards on tiny loops often heavily overgrown. By the third section things improved and with no wrong slots we set fastest time only to have another terrible run on the next section. Approaching a 7 road cross road I called hairpin right up the first road, then half a mile later there was a no entry board. We turned round, tried another road but after looking right for a mile or so I decided we were wrong and doubled back. When we returned to the cross roads we spotted an arrow and followed it, which road it was in relation to the correct approach is beyond me but we managed to find the finish with a massive 4:19 dropped. Relieved to reach the control I decided to gather my thoughts and work out where the hell we were, just as Matt Fowle shot past, it was back to back competitive! Luckily we only dropped a minute at RTC10 then straight into the next IRTC backing up and turning round meant a further 3:04 dropped. The final section was more straight forward as in places there was tape across the road so it was impossible to go wrong, very strange considering how difficult it had been up until now.

Out of Catterick I was not happy. Stupid mistakes and getting lost had cost us a heap of time and to make matters worse there were certain places where I couldn't work out what we'd done or the correct route to take so we'd have the same problem for the second run. I was at the end of my tether and had very little enthusiasm for the rest of the night knowing that we were unlikely to claw back the time lost on the road sections. Luckily I had the route to petrol on the maps so should have avoided any further disasters but this wasn't to be. With a large portion of the route seemingly not as map I was unable to call the bends and was left thinking is it me or the maps that were useless? It was only at the finish when talking to Niall Frost that he reassured me that a lot of the moorland roads bear no resemblance to what the cartographers have drawn. A missed NAM on top of a moorland road also added a further five minutes to our time but by this stage it really did feel like a drop in the ocean so I wasn't particularly bothered.

With a disastrous first half over we headed for petrol in Catterick, I plotted the second half and double checked it with Sam Collis before returning to Catterick for the re-run. Due to the seemingly tight timing and a few wrong slots on the way we restarted the second half ten minutes late. I knew we could find our way through the opening section without any problems so Stan got the hammer down as we tried to make the best of things. After collecting the second Codeboard we went down hill to a double junction and hairpin right uphill, but it wouldn't go uphill. Stan revved it but there was no drive. We backed out the way and I jumped out with the OK board. There was an ominous trail of fluid and the distinct smell of gearbox oil. Both driveshafts were still intact but on closer inspection we could see oil and teeth on the sumpguard, game over. It later transpired the bolts holding the diff to the crownwheel had sheered and smashed two holes in the gearbox casing. We sat and watched a rather depleted and spread out field come past and were soon joined by the Nova off Matt Car who broke a driveshaft on the now badly rutted hairpin right that went from gravel onto tarmac. Once the closer came through the recovery crew gave Stan and Matt a lift to the finish of the test when they blagged a lift to Bedale to collect the trailers. Stan managed to drive the Fiesta onto the trailer but the Nova required some man handling to get it onto Matt's beaver tale. We headed back to the finish to see the final results and listen to various crews tails of woe. Bevan and Sam Collis had clawed back enough time on the moorland roads to snatch the lead before coming a cropper on a lethally muddy section of Catterick that caused them to slide into a tank kerb, brake a bottom arm and two wheels and put them out of the event. Unsurprisingly Guy Woodcock and Ali Procter took the win. In my opinion Ali is one of the best navigators in the country, seemingly unflappable and able to adapt to any event and Guy is a highly experienced driver with plenty of previous experience of the Catterick ranges so the pair together in an Escort that's finished in the top 5 on the RAC were always going to be a formidable combination. Surprising everyone (myself included) though were Matt Fowle and Mark Appleton who drove all the way from Surrey and put in an outstanding performance despite a long sabbatical from road rallies. They were certainly flying the numerous times we saw them. Rounding out the top 3 were Stuart Newby and Russell Waller who let everyone around them crash, get lost and give up through frustration to take a well deserved class win.

Did I enjoy the event? The simple answer is no. Would I do it again? Of course I would. I can't blame the organisers for my own ineptitude and I think that is what others have done following the event. The event was hard, there is doubt about that, but I've done harder events and prospered, What we needed was a different mindset. It wasn't flat out, it wasn't a glorified stage event or a targa, it was a navigational event and a few seconds here or there lost by slowing down, checking we were right and studying the map better would have saved us a lot of time, but hindsight is a wonderful thing.

Ilkley & DMC Colman Tyres Rally

8/9 September

After the catastrophic failure of the Clio's gearbox on the GPMC Memorial and the fact that this particular gearbox is as rare as unicorn droppings, we needed another car. The ever resourceful Mr Johnson found a very tidy, but completely standard, Toyota Corolla lurking about in his garage and so we were doing a rally. When I say standard, I mean standard. Not even a sumpguard. To those who think you need to spend a fortune to go road rallying, you don't. Trust me. The car never missed a beat all night and got us round faultlessly.

Unfortunately, I can't say the same for the navigator. This rally turned out to be a bit of disaster from start to finish. All entirely my fault, I should add.

I had the first half all plotted before we set off on the run out and set about plotting the second half on the way up to the first run through Catterick. The route up there was basically two A roads, so once we got onto the second one, I simply instructed Mark to follow the A road until we reached the entrance to the tests. The clock was telling me that we should be almost there now, we were getting close to our start time so I looked up from the plotting to discover that we miles away from where we should have been. Bugger! It seems that the A road took a slot left several miles back and Mark had diligently followed my last instruction to stay on this road. Fifteen minutes late at TTC 2 was not a good start.

It took a while to get my head round the scale of the Catterick maps, which were excellent, but still hard work to navigate. There was a particular slot left where the junction was unseen, over a crest and took us ages to find. And the final test was an utter nightmare for us, getting almost hopelessly lost and losing bucket loads of time. After losing 15 minutes before we started, by the end of Catterick we were OTL and still had all of the first half road sections to do.

The first competitive road section had to be cleaned or that was it. Without making up some time somewhere, there would be little or no hope of getting to the next MTC before being OTL. After missing a slot right, that was it, we would have to cut or go home. The decision was made to stay in the rally and have another crack at Catterick in the second half. The only way I could get the plan to work was to cut to the end of the penultimate standard section, and get back to a sensible place on the timecard, do the last section and then on to petrol to get back on our minute – which is more than some other competitors were able to do, I'm lead to believe. So much so that lateness was extended at the MTC after petrol.

Back in Catterick again for more stumbling around in the dark. We failed to learn from our (my) mistakes in the first half and once again missed the unseen slot left, having forgotten where it was from the first half. I also made another mess of the last section, but managed to work it out a bit better this time. Loads more time dropped.

Back in familiar territory, I found the final road sections much more enjoyable, I have to say, and was pleased that we decided to carry on. Many didn't, with almost half the field retiring for one reason or another.

I'd like to do Catterick in the daytime one day, just to get a better feel for it. It's a real challenge in the dark and the organisers, rightly or wrongly, insist on limiting the number of arrows to guide the competitors. Personally, I believe that sheer frustration will deter people from entering again. But if you like a challenge, and I do, then this is for you. I hope to be back next year, if Paul or Mark don't mind getting lost in the dark – again!

Thanks to Mark for enduring my utter incompetence on the maps and thanks as ever to the organisers for their efforts in putting on a well run event, if a tad challenging for some of us. Thanks also to the marshals who were faultless all night.

Steve Butler – stumbling around in the dark.

**Steve Butler : Mark (MJ) Johnson
Car 09 : Clitheroe & DMC**





Early start again for the Knutsford Targa and a year since my first ever rally getting picked up by my driver for the day Dan Sedgwick in the brilliant little Peugeot "bread van" 106 rallye for the run down to start just east of Stoke on Trent.

We made it in good time and got through trouble free despite being told to take the reversing light off the car for a daylight event. The start soon came around and seeded at car 25 we were quickly in the queue and then away for the run to the first test.

The first test was Darley Moore airfield which was used last year and this year proving a baptism of fire for Dan who having only last year's mull to go off for how the targa format works and this being a particularly technical but fast test he soon got the hang and got into the swing very fast which was ideal since we repeated the test again straight away for test 2 and proceeded to catch and pass the car in front and pull in on the tail of the next car.

The day then went seamlessly until the test before dinner where I made a slight navigational balls up nearly going into one of the farms machinery stores and then on the final split of four in the test Dan cut a slight left from gravel to slippery concrete unsettling the car and punting us across the road onto the grass demolishing a cone and loosing us about a minute while we got the car out and got our signature for the pc that we were trying to stop at, dinner after so we have chance to re- compose yourselves and a quick look at the results showed we were lying 7th overall and 7th in class (expert).

The afternoon went seamlessly apart from a near do with a muck pile in a farm yard but nothing to write home about. Dan my driver was absolutely flying all day, but the afternoon was on another level compared to the morning, so much so that there was only one test where we didn't pull in behind the car in front. This storming performance meant we kept our position right through the day despite dropping a few after the slight excursion but pulling them back later but ultimately finishing 7th overall and 7th in class.

Thanks to KDMC again for another successful running of the event well done to the winners.

Matthew Hewlett : Clitheroe & DMC

The Colman Tyres Rally

A famous rally from the halcyon days of the MN Championship and after retiring last year on the first Catterick loop, myself and Steve Flynn were hoping for better luck this time. Well we had a bit of luck when OTL was extended and we did well eventually to finish 12th with the event having a retirement rate of circa 50%...and then the social media debate kicked off!

The event runs to a simple format to be fair...simple pre-plot with the Catterick sections utilising three printed map hand-outs (in colour) with the route and CB's clearly marked. The Catterick ranges, for those who have never visited them, consist of metalled (concrete) and unmetalled roads with sections both heavily wooded and open...the real difficulty us Navs have is that it is a rabbit warren of junctions and slots and whilst some really difficult slots are arrowed, it is still possible to arrive into a junction with about six visible options...to say it is tricky is an understatement!! The two Catterick sections are sandwiched in between the more familiar moorland and lane sections but Catterick does form circa 30% plus of the route overall and It is in the maze of Catterick that most people's issues originated.

The criticism that it attracted was in my view not warranted...the maps were very good indeed with the only improvement I would make would be to put grid lines on them to help the poor nav get to grips with the differing scales...the second loop round I had got to grips with this and we were far quicker and accurate in our junction spotting and we both really enjoyed it. The flashing of lights in the distance as crews circulated was slightly disconcerting at first but one only had to concentrate on what you were doing – and I have experienced similar issues out on the open road during events many times before. The average speed around Catterick is very low and it certainly rewards caution from both crew members when approaching junctions and taking time to identify the correct depart...but I feel this is rewarding when done correctly. If folks want to be sliding around on the loose at high speed maybe they are spending time doing the wrong events and stage rallying would be a more satisfying option – Catterick requires a blend of caution and sometimes optimism (!) plus speed in places, all contained on private land and I think the organisers are to be congratulated for their initiative in running the event in this format. In the SD34 Championship it is the event that has the highest percentage of off-road mileage and thus provides something for both crew members that is unique in my opinion and gives the Championship that blend of differing formats, navigational instructions plus types of terrain that make it an attractive proposition in times of great cost being involved in doing any form of rallying. If all folks were the same life would become boring.....

We might have been slow (and I could certainly improve my performance based upon this event) but I felt a real degree of achievement on reaching the excellent start/finish venue in Bedale – well done and more of the same please Ilkley & District Motor Club!

Tony Vart : Clitheroe & District Motor Club



It was nice to be offered a ride in a more modern car in the woods as Keith Gapper, who had travelled to Sweden and performed a sterling job servicing the Sunbeam, had a co-driver shortage as Jordan Wilkinson had decided to embark on an overseas trip to sit in the silly seat of a Historic Escort (which was a great success I believe). Thus, I found myself at Ludlow Racecourse on a glorious day for scrutineering and sat down and waited for hours until Hopkins and Gapper duly arrived with the immaculate Subaru. Now its fair to say that Keith has obtained an immaculate car, however the engine and suspension have needed extensive sums of money spending on them to get the car in a position to compete with any degree of certainty of finishing an event...the shell was originally built by Prodrive and the engine is now a fairly conservative spec put together by Graham Sweet (ex-Prodrive)...the result is a great car with which to start a AWD journey...Keith has only done a handful of events and this would be the first one where the car is correct and as it should be, so we were both looking forward to the Welsh Border forests.

After a very nice overnight stop in Tenbury Well it was a relaxed mid-morning start back at the racecourse as all the 4WD cars ran after the big 2WD entry...the relaxation of the running order restrictions certainly seems to be bringing out more of the smaller capacity and historic cars which can only be a good thing for the BHRC/BTRDA level events. The only issue I had before the start was getting into the car...the Prodrive cage is extensive, which whilst reassuring did cause much mirth as Hopkins and Beveridge started to have bets with onlookers as to whether I would be able to get out once I got in!! There is a knack obviously, but sixty-year-old limbs are not as flexible as 25-year-old limbs that's for sure.....the other slight issue I had was the notes that Gapperman prefers...numbers but with six fastest. Discussing it with him he likes it because a) Colin McCrae used this system and b) he thinks it relates to the gearbox pattern....now for me totally used to the opposite i.e. 1 is slow I found myself having to mark the notes up with a slow annotation above all the ones/twos etc just so I didn't forget half way through a stage...doh!! Suffice to say post the event I still prefer the Hopkins/Vart system...it just feels more logical to us both.

In terms of the event itself it was excellent...a fair road mileage but no problem with possibly the best UK roadbook I have used, the car was faultless and impressive in my eyes and Keith was really pleased with finishing in the top fifty from an overall entry of circa 130 plus. There was a degree of caution in his driving but that is entirely understandable as he is learning all about the woods whilst in a potent car for a relative novice. I must say I enjoyed it immensely as the stages were excellent (Radnor and Haye Park), the noise was low compared to the Beam and it was much quicker and more comfortable (age again!) off the mark than the Beam, the event organisation and marshalling was faultless in a superb location...and the sun shone! One can understand why competitors have voted this Sixty & Worcestershire Motor Club Ltd as the best BTRDA event of the year recently.....a late finish meant a near midnight arrival back in Preston...but well worth it so thanks Keith and to Hopkins plus Beveridge who managed to demolish numerous ice creams whilst sunning themselves in a beautiful setting when there wasn't much servicing to do really. Hopkins was that red and plump I thought he must have fallen asleep in a greenhouse.....



Tony Vart – Car 34 : Clitheroe & District Motor Club

Podium for Tommi in tough Woodpecker Rally Outing

Tommi Meadows enjoyed a challenging day at the weekend's Woodpecker Stages Rally. As the penultimate round of the 2018 BTRDA Rally Series, the Ludlow based event attracted a bumper entry from some top quality crews.

Ably co-driven by Emma Morrison, the pairing tackled the first couple of stages in the Mortimer Forest complex with no issues, sitting inside the top 5 of the 1400 category before a bent rear beam threw a spanner in the works. A sterling effort by Gareth Hooper and the team at the short management service to straighten it up as much as possible meant that the Clitheroe driver was able to complete the following 10-mile test in Radnor with minimal time loss. "The outside of the beam had bent after hitting a pothole, which meant the wheel was sitting at pretty dodgy angle and the car was crabbing a lot," explained Meadows.

"Gareth did a fantastic job at packing it out to straighten the wheel up with what little time was available, so we just took it steady through Radnor as the handling obviously wasn't 100%. We didn't drop as much time as I was expecting to either!"

A 30 minutes service halt followed, where the team were able to completely swap the damaged unit for a replacement before the afternoon loop.

A confident run through the classic Haye Park stage saw Tommi and Emma take 3rd fastest time behind Neil Weaver and Dave Brick, two local drivers with years of experience on the Shropshire stages.

"Haye Park has to be one of the best stages in the event. This year's layout was pretty much the same as last year, and we beat last year's time by 30 seconds. It just goes to show that we're making improvements all the time," explained Tommi.

Whilst many teams failed to make it to the finish of the event, the 2300 Club John Easson Award winner's Ford KA stayed true and, thanks to a sensible drive in the final stages, rewarded Meadows and Morrison with 2nd in the BTRDA 1400 series and 41st o/a.

Speaking at the finish, Tommi said:

"We're delighted to be at the finish, and to be on the podium again is well deserved after the team effort to replace to the rear beam with such little time".

"I'm quite chuffed with my performance too - we're making small improvements all the time but there's plenty more to come from me. It's all a big learning curve but I'm loving every minute, and having Emma in the car to push me on helps a lot".

The championship concludes at Rally Yorkshire at the end of this month. The team are also gearing up to tackle Wales Rally GB the following weekend in a Swift Group support Ford Fiesta R2, which will be the teenager's biggest challenge to date.



Brown bags Mini class win in Belgium

Nissan Kit Car driver Steve Brown made the switch to his Historic specification Mini Cooper at the ConXion Omloop van Vlaanderen Rally a successful one last weekend, by steering the classic machine to a class win at the Belgian event (31st August / 1st September).

Despite usually being seen behind the wheel of his unique Nissan, the Rochdale driver bagged an impressive Open Category victory on only his second overseas event in the Mini. With regular co-driver Paul Stringer unavailable, Welshman Arwel Jenkins stepped into the co-driver's seat and the newly formed duo managed to overcome some issues along the way, earning them second Mini home in the HRCR Mini Cup and 43rd overall.

Brown has had a sporadic year of competitive rallying so far, with outings in the Flanders International Rally Challenge (FIRC), mixed with one-off drives in the Mini Cup in the UK. With his usual Kit-Car unable to make the start of the season in Belgium, Brown found himself using the Mintex backed Mini for Rallye Salamandre in April. Sadly, that outing ended in retirement with transmission failure, but just days later, the 29-year-old secured a class podium at the Dixies Historic Challenge in Wales.

The Mini hasn't had an outing in Brown's hands since then, and he would head back across the English Channel to join the Mini Cup for its overseas event. The rally would be split over two days from the event base in Roeselare, with 18 special stages and around 200km of competitive driving ahead. To add another dimension to the rally, three stages would be tackled under the cover of darkness on the Friday night.

Settling back into the Mini would understandably take a few stages but Brown guided the Mini throughout the opening leg to end the day in second in the Cup standings, a mere two seconds in front of his nearest rival in third. Saturday provided the longest leg of the event and the first loop of stages did not start well for Brown.

A flapping bonnet would eventually be the least of his concerns as the exhaust departed company with the Mini after grounding out on one of the many ditch-lined stages. Luckily the unit remained on its mountings enough for Brown to pop the unit in the boot, successfully reattaching the silencer at the service halt.

With his early scare overcome, Brown knuckled down over the remaining stages of the day to bring the Mini home in a class winning position.

"I'm really delighted with this result," said Brown on the finish ramp.

"It's a long and tough rally but we overcame our early issues and had a great time. This Mini is so very different to the Micra and I do find the pressure is off a little when you drive this car. Its just lets me enjoy the stunning roads out here whilst still having that competitiveness with the Mini Cup guys. It's only my third rally in the Mini so to beat some 'old hands' over here is quite an achievement. Doing the FIRC will have helped of course but it's certainly made it all worthwhile. Thanks must also go to Arwel for stepping into the passenger seat for Paul. It's been a blast"



Lynch adds to impressive win record at Lydden Hill

Wigan racer Tony Lynch enjoyed another successful weekend on track with a fifth win of the season as the Autosport International BTRDA Clubmans Rallycross Championship in partnership with Toyo Tires headed for Lydden Hill for the seventh round of the year.

Westhoughton-based Tony made the long trip to the Kent circuit in confident mood after a fine campaign to date at the wheel of his Lucas Oil Team Geriatric-run Ford KA.

However, with a bumper Supermodified field – boosted by a number of guest entries keen to take part in a meeting being held in memory of former racer Ryan Lawford – Tony was also well aware that he couldn't afford to take it easy in his quest to pick up more valuable championship points.

Second behind guest racer Tristan Ovenden in the opening two heats of the weekend, Tony then secured victory in heat three which ensured a front row start for the all important points-scoring final.

Aware that he would struggle to match Ovenden's rear-wheel drive car off the line, Tony took the decision to take the longer joker lap at the first available opportunity and it would prove to be the correct call as a series of quick laps ensured that when Ovenden took the joker on the final lap, he rejoined behind the KA.

It meant a fifth victory of the campaign to further strengthen his position at the head of the Supermodified standings.

Tony would then finish second to Ovenden in a special non-points scoring Superfinal dedicated to Lawford, who passed away back in 2013.

"It was a great weekend on track and to come away from it with another win is fantastic for the whole team," Lynch said. "We knew going to Lydden Hill that we faced a tricky weekend because of the various guest drivers who were joining the grid from both the UK and Europe, and so it proved.

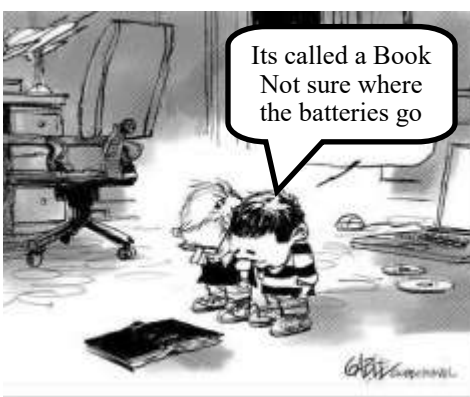
"Tristan was one of our main rivals in the British Championship during the last few years and it was good to go wheel-to-wheel with him again throughout the event. Going into the final, I knew we couldn't match his car off the line so took the decision to go down the joker lap at the start and then just got my head down and pushed as hard as I could.

"When he then rejoined behind me on the final lap, it showed we'd made the right call on the strategy and I was delighted to come away with victory against such a strong field.

"In terms of the championship, we've put more good points on the board and have strengthened our position in the standings so it's a case of mission accomplished and as ever, that is largely down to the work of the team who did a fantastic job once again to give me a great car on track."



TEAM Geriatric



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**



1994 - Dave Crosby
1999 - Keith Lamb
2000 - Ian Davies
2001 - Tony & Avril Lee
2002 - Keith Lamb & Adrian Lloyd
2003 - Stuart Dickenson
2004 - Dave Crosby
2005 - Chris Jarvis &
Stuart Dickenson
2006 - Tony & Dan Turner
2007 - Tony & Dan Turner
2008 - Chris Jarvis & Lee Skilling
2009 - Paul Henry
2010 - Eve Fisher & Graham Bray
2011 - Stuart Dickinson
2011 - Stuart Dickinson
2012 - Tony Jones
2013 - Tony Jones &
Peter Langtree
2014 - Peter Langtree
2015 - Ian Davies
2016 - Ian Davies
2017 - Ian Davies
2018 - Ian Davies

**Not many Rounds left
But still lots of points
available (80) to get you
further up that Table**

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

Manchester 100 mile & 50 mile Cycle Ride 2nd September 2018.

It's an early start to head across the River Mersey and down into Cheshire for this annual charity bike ride event starting in Wythenshawe Park, Manchester. Using the Gemini team high band radio frequency the team provides marshals and radio points along the route to ensure the safety of riders in this mass cycling event. For me it's the 'usual' marshalling location alongside the Anderton Boat Lift, at the 20 mile mark rest stop, joined by an ambulance team and regular bike mechanic. The event provides an opportunity to apply our rally marshalling and communication skills to a mass participation cycling event.

My personal 'signing on time is 07:20 and I arrive a little after seven, giving me plenty of time to safety park off the road, check the junction and rest stop layout and await the course opening car piloted this year by Tony Jones Gemini 56 and the first riders. In the event the first group of riders speed through my junction without stopping at 07:40 and I don't see Tony until just after 8 o'clock.

Stuart in Gemini Control provides co-ordination of our efforts supported on the ground by a group of mobile Bike Marshals and pick up crews. The event appears as popular as ever, although this year the number of 'serious' amateurs seems to be far higher than the mere 'leisure' riders, particularly those who it seems might only have decided to get the bike out of the shed the day before !. As ever many are dressed in the full 'Tour de France' gear, a bit like rallying with all of the gear and in some cases not much of the talent.

It's not long before there is some sort of safety shout and the motorbike 'ambulance' at my location hurtles out of the rest stop on 'blues & twos' and heads back up the route, although the ambulance remains parked up and the radio is silent on the subject. ?. Casualties of a different sort soon begin to trickle into the rest halt, as word comes through that back up the route a 'farmer' has been hedge trimming and has managed to sprinkle the road with lethal, that is to cycle tyres, sharp thorns. The punctures come in thick and fast affecting bikes and riders of all types, shapes and wheel sizes. The bike mechanic at my post has never been busier, as puncture after puncture limps into the rest halt seeking help. The queue in the pits soon builds up as more and more riders limp or in some cases carry their bikes into the junction.

What started out as a quiet day is anything but that and it's not helped by some of the verbal abuse I get as a number of drivers stop to 'complain' about the bikes blocking the road, the drivers in turn blocking the road with their cars as they moan and complain about some of the riding standards. Having stood at the side of the road and watched many drivers struggle to think how to safely pass a large group of bikes, it is definitely a case of six of one and half dozen of the other.

The morning passes in a flash and just after 11 o'clock I am stood down as Chris and Heidi Gemini 25 close the route at my location. One week on and it's one of my favourite rallies and certainly the most local the Wallasey Motor Club Promenade Stages at New Brighton.

Continued on Page 32



Garage Equipment Group Promenade Stages 7th & 8th September 2018.

One week on and it's an early start from work to get home and stuff the car with all of the rally safety paraphernalia you need for a stage rally and the short trip under the Mersey to New Brighton and the 39th or is it 38th (depends which commentary you read) running of the unique Wallasey Motor Club Promenade Stages. As has become custom in recent years, the event starts with a pair of night time stages on the Friday evening before the action resumes on the Saturday morning.

Alongside the great access to the paddock area, the Fox Motorsports Events Rally Village provides access to a variety of activities, trade and car themed stands to keep the fans of all ages entertained.

After taking in the sights and sounds of the rally village, it's time to sign on and then find Phil Mostyn our Radio Controller for the event in 'Kay Control'. Thanks first to Wallasey MC and their supporters for the appreciated goody bag, meal voucher and entry into the marshals draw, these are all very much appreciated. As ever with this event the paperwork is second to none in quality and is comprehensive. Reading the colourful marshals instructions, who of you out there knew there were FIA recognised gestures for signalling to the Safety cars and MSA delegate ?. The media tabard instructions for the two types of media accreditation was clear and helpful, strengthening marshals confidence who might wish to challenge an individual's right to stand or not stand in a particular area.

For the night time stages I am allocated to the merge just after the challenging roundabout 5 and enter the stage as the road closures take effect and park up safely away from the stage route, in the knowledge of many years of coming to this event that you need to expect the unexpected and make sure you are safe or you can't help others. After the well ordered passage of the various safety cars and officials we are given the green light so to speak and cars fly off the start line at 19:30 in unique reverse seeding order. A good strong and varied entry sees a total of 88 cars start the event at 30 second intervals, just as the evening light begins to fade.

From the first to the last car, or should that be the last car to the first, the action is nonstop. Car 81 is pushed off the stop line clear, only for a very smoky Car 73 to arrive in clouds of what certainly smelt like burning oil ?. Car 53 starts a trend for bright and colourful flashing wheel spinners to light up the night sky, very effective in and out of the roundabouts, a sparkly trend followed by several other competitors. Picking up Les's gripe last month just how do cars get through scrutineering without a white background for their door numbers, Car 23 had their numbers on a coloured liveried background, making the numbers very hard to read, especially in the dark !!.



Continued on Page 33

Radio Mutter
Prom Stages
Continued from Page 32

The prize for the most sparkly wheels however goes to Car 8 with their alien like green flashing alloys, brilliant !. To surely add the icing on the cake, this might not be a 'Mickey mouse' event, but the passage of the Disney Cruise ship lighting up the Mersey skyline as they departed, surely must be one of the odder backgrounds to a stage rally.

As the sun finally slips behind the horizon, the second stage of the evening starts very efficiently at 20:24 and the action resumes. Although I manage to get a few car numbers, without the benefit of lights at my location, I am relegated to observing the behaviour of drivers at the merge, rather than keeping a running list of numbers in the gloomy darkness.

Continuing to run in reverse order, prior to the overnight reseeding, Car 92 unfortunately hits problems at the start, although they eventually get going. Car 90 expires briefly in a huge cloud of smoke but somehow gets the motor running again and makes it to the stop line. Car 72 is not so lucky and very quickly once into the stage hits some sort of mechanical trouble and begins to limp along on hazard lights. Unfortunately this isn't the brightest or most considerate of ideas as with the narrow lanes, merges and splits they manage to hold up several others cars as they are caught in the darkness. Matters become more serious as they finally expire in the middle of the split into the 'clown' roundabout and marshals have to act rather quickly to slow others down and clear the stricken car off the stage to await recovery at the end of the evening. Eventually a very creditable total of 87 cars make it to the stop line and the overnight break, before the action resumes in the morning. For the organisers and many marshals the night is not over, as the roads must be cleared ready to reopen to general traffic, before they close again in the morning.

Looking at the forecast ahead, the Saturday weather looks particularly stormy and so it proves to be as the heavy rain forecast makes an early appearance on the Wirral as we all get in position before the 7am road closures. As has become another tradition I am allocated the merge out at the hairpin just after the start and lifeguard station and get parked up on the grassy bank to observe the stages, through to the last two pairs when I relocate elsewhere, as the merge moves around the stages.

Car 2 as the leader overnight blasts off the start line at 08:00 on the dot and the action resume in some of the worst weather seen at the prom for many years, as the near horizontal driving rain, meets the sea spray making the lives of the marshals out there on the circuit particularly miserable. After perhaps a cautious start the previous night the action early doors is anything but cautious, as the drivers throw themselves, some a little bit too literally into the challenging promenade stages. A word or two must have been had overnight, as Car 23 now sports a set of door numbers on the required white background, so thanks, as in these weather conditions we need all the help we can get to see and record the cars progress clearly.

Continued on Page 34



Radio Mutterings

Pendragon Stages

Continued from Page 33

Summit 5 as ever is at the chicane and is kept busy throughout the day, the first customer being Car 7 who stops briefly but then resumes. Car 72 is on hazards going slowly, again ! and Car 82 has some mechanical woes and stops briefly out with Swift 5 but does make it to the stop line. One unfortunate incident sees a couple of joggers appear on the seawall, who then threaten the marshals who ask them to leave a live rally stage, not the behaviour any of us want to see as volunteers, looking after the public's safety as much as the competitors. At the end of a very wet first stage we have 87 runners just about moving, although in the end only 86 make it to the start of the next eventful stage.

Stage 2 starts at 08:53 and the safety calls come in thick and fast. Car 37 is reported off or was that on roundabout 5, although with a little help they get back going and then Car 51 has mechanical issues between the arrival and start. More seriously Summit 5 (yes I knew this was going to happen) watches Car 48 grind to a halt and needs recovery, with Car 75 then reported off the stage at roundabout 5. Finally Car 83 is off just before my post with more mechanical problems, meaning a total of 83 cars exit the stage before the turnaround for the next pair of stages.

Stage 5 starts just after ten o'clock, just as the RNLI lifeguards arrive on shift, bloody good job really because if this rains gets any heavier we might need their services out on the stages !!. Maybe the first two runs have put the fear of god or some other being into crews, but the driving on this stage whilst still quick, seems at least to me a little more respectful of the atrocious conditions out there. In the end the only real drama on this run is the slow Car 73, who stops out at the clown roundabout, leaking oil everywhere. A total of 83 runners then start the second run as Stage 6 and again, most seem to keep it more or less on the black shinny wet stuff. Kay 2 however at the clown roundabout and the close by Swift 5 have a big safety shout as Car 43 hits and demolishes one of the very heavy red and white steel road closure barriers, used by the Council to close the promenade at very high tides. The stage is stopped due to the immobile car and one of the A1 recovery flatbed trucks is dispatched by Phil to remove the stricken car, before we can restart. The crew are very lucky to have walked away from this one, as these barriers don't move !!. In the end the stage stoppage is only 13 minutes a real credit to all involved, the marshals, radio crews and recovery team.

After another very slick turnaround by the stage team and marshals Stage 7 starts at quarter past 12. The rain doesn't ease up and from my location I watch with some admiration the marshals at the hairpin merge, time and time again leap into action to replace displaced cones and signs, whilst thoroughly soaked to the skin. Early on a couple of cars hit trouble and Car 17 stops at roundabout 4 and although they get going they don't travel far before calling it a day with a blown diff. Car 41 suffers a similar fate out at roundabout 1 and joins the recovery list at the end of this stage.



Continued on Page 35

Radio Muttering
Promenade Stages
Continued from Page 34

Stage 8 starts with a quick Car 12 having some issues as they come to a halt after they hit something coming out of roundabout 4 and stop soon afterwards. They get going again only to stop again as the bonnet flies up, probably due to the front end damage, but they get it sort of secured and make it to the stage end. Car 87 then hits problems coming past Summit 5 and parks the car up rather neatly behind the similarly stranded Car 41 from the previous stage, making it easy for the recovery crews to locate. Eventually a total of 77 cars get to the stop line, before the major stage changes.

For me it's time to change scenery as this is now the bigger turnaround for the stages and I move out to the vicinity of roundabout 5, where the merge moves first after and later on before the roundabout. Thankfully the rain begins to lift and the sky brightens and the marshals have a chance to dry out somewhat in the clearing and surprisingly warmer conditions. With the roads begin to dry out in the breeze the final four stages are set to be fast and furious as overall and class positions are fought over.

Stage 9 commences at 14:36 and with the drier conditions there seems to be more spectators out to enjoy some of the best stage rallying in the North West. To be honest I really enjoy this stage as with the drier condition I can actually see the cars passing and not have to try and either time the flick of the wipers or try and squeeze a quick view of the cars out of the side window !. The drivers are really trying and the merge out of the roundabout, as they pass either side is truly spectacular.

Stage 9 only sees the loss of Car 92 who sadly only find a box of neutrals just after the merge. Stage 10 starts at 15:25 and with fast drying roads the cars are really shifting, with some of the four wheel drive crew's wet advantage wearing like their tyres a little thin. Faster times put more stress on the cars and the mechanical gremlins begin to emerge thick and fast. Car 33 has engine issues at roundabout 3 and is off, quickly followed by Car 32 with gearbox issues at roundabout 5. Next we see Car 27 reported off at roundabout 3 with more engine issues and then finally Car 34 breaks down on the start line, meaning with a few losses in service only 67 cars are still in the fight for the final pair of stages.

After relocating to the new merge before roundabout 5, I have to park opposite the commentary booth, not the quietest location to hear the radio from !! as I await the start of the final two stages.

Stage 11 starts at 16:35 and crowds are treated to some first class car handling in and out of the merge, with the crews very respectful of each other and the 'MSA' need to avoid any physical contact. Miraculously all 67 starters make it to the end of this penultimate stage and battle is joined for the final run of the day.

Stage 12 starts as last night ended with another cruise ship passing by, a somewhat surreal sight on a tarmac stage rally, although equally rare is the sight of a Land Rover Freelander lurching (as that is perhaps the only way to describe their entry and exit into the roundabouts) by !!. Maybe next year Wallasey could liaise with the cruise ship owners and offer a rally package as part of their passengers visit to the city !

The final stage is quite a polite affair as most of the major rally positions are clear and who wants to unnecessarily throw away a good finish on the last stage of the day, so all 66 starters make it safely to the final control and end of the rally.

A final thank you to the Wallasey MC team for putting on another premier stage rally, I know the efforts that go into organising an event of this scale and all too often the burden falls on a small number of club members. Let's all hope that the future of this great event can be secured for many more years to come, but for that to happen the motorsport community of the north west might just have to reach out to support our Wallasey friends a little bit more.

Next in a busy month I'm off to Weeton for the Gemini controlled Heroes Rally.



Continued on Page 36

G&PMC + PDMC

Heroes Stages Rally

Weeton Barracks

23rd September

After the Manchester 100 bike ride and then the Promenade Stages, the month ends for me with the trip up to Weeton and the Pendle & District MC and Garstang & Preston MC Heroes Stages Rally 2018. The event is a 'GCE', or Gemini Controlled Event with Les Fragle sitting in the controllers chair or more correctly car seat for the event. Despite the very gloomy weather predictions through the week, the day dawns a little overcast but for Weeton all importantly dry.

Signing on is with Les, from whom we collect our paperwork and the much appreciated meal voucher, a marshals draw following later on in the day. For me I'm allocated the merge in the far corner of the site, around where the three hangers used to sit. I park up safely where I can safely observe the merge from and await the obligatory radio check before car 1 is scheduled to start at nine. In the end nine, becomes seven minutes past as the last minute safety checks and runs are completed.

From the flash of that first green starting light the action is non-stop, with cars throughout the field racing as if this is their last stage and not their first !. Car 19 is soon in trouble with reports of being stopped with no oil pressure and then Car 21 briefly beaches themselves on the notorious high and hidden Weeton kerbs before restarting after much pushing and shoving by the marshals. Car 23 our very own Adrian Lloyd (Gemini 14) then hits trouble around Junction 7, with a broken oil cooler, spilling oil everywhere, soon followed by a stranded Car 22 stuck in the middle of the stage and Car 33 out at Junction 12. Eventually out of a total of 38 starters only 34 more or less make it to the stop line. Cue what will prove to be a very busy day for our sole recovery unit Merlin Recovery who must move 22 and 23 before the second stage can start.

After a long break for the necessary recoveries SS2 starts at just after 10 o'clock and the carnage continues. Car 7 makes an early exit though the finish and then the hidden kerbs strike again. Car 25 is off at Junction 15, having gone straight on knocking one wheel off in the process and significantly bending another. This is then followed by Car 26 out at Junction 5 also managing to lose a wheel, cue extra work for the Merlin team...and then there were 31 runners.

After the stage turnaround and recoveries are completed, we start SS3 at a little after 11 o'clock and guess what the early morning madness continues. Car 1 is reported as having blown comprehensively their engine at Junction 17 and then Car 16 manages to expire between the Arrival Control and Stage Start. A repaired Car 23 makes a brief appearance before losing all drive on the approach to the Flying Finish. If I was John in Merlin recovery I would start charging by the car at this rate of attrition !. A rather relieved 30 cars make it to the Stop Line and the marshals sweep soon starts taking on bets if we will keep double figures running by the end of the day at this rate !!.

SS4 then bucks the trend and all 30 starters complete the stage, albeit a couple get the number of laps somewhat confused, but hey they are running. At this point I must repeat a gripe already dealt with in this month's mutterings, why are cars allowed to start with unreadable or incomplete door numbers ?. As a radio crew I rely on being able to identify and record cars as they pass me, so I can keep an accurate safety record of where cars are on the stage to then inform Control if someone goes missing.



Car 23 had a clumsy number 3 made by the look of it by cutting in half the number 8, which looked very much like a '1' and then Car 24 managed to have the number 2 on a white background and the 4 on the dark red car background, rendering the number very difficult to read. More worryingly there were two occasions where marshals called upon to aid stopped cars couldn't find an OK/SOS board in the car to display to other competitors, this shouldn't happen.

After the turnaround the next pair of stages starts just after half past twelve and the relative calmness of the previous stage continues. SS5 sees only the loss of Car 9 with the "engine gone" out at Junction 23, meaning we are now down to 28 runners. The second run as Stage 7 sees all 27 starters finish OK.

Next we have the major change of stage layout as the stage is in effect reversed, but the sun is out and the wind seems to keep the threatened rain at bay (most unlike Weeton). SS7 passes without any significant mishap and 26 cars line up for SS8. Drama is not long in coming as Car 24, the one with the two tone numbers, slows through the merge and just about manages to park it safely in front of me, minus a gearstick at the side of the stage. Merlin's break is then cut short so the car can be moved before the next pair of stages.

SS9 proceeds quite quietly with a total of 24 cars reported as having started the stage by Ferret 4 at the start. The only problem is I have only had 23 cars past my location, so I give Les in Control a call, at first thinking I may have missed a car ?. No, I'm correct and the start insist that 24 cars did start, meaning that someone is missing out there on the stage. A quick "relevant" reveals that Car 22 is in fact off around Junction 12/13, but nobody had reported it, proving the value of accurate car numbers being recorded.

As we enter the latter stages of the event, maintaining twenty cars running seems to be a bit of a challenge. SS10 starts at approaching 4 o'clock and soon we see the demise of Car 17 out at the by now infamous straight on at Junction 15/16, another tow for Merlin before the next stage can start. SS11 starts with the loss of Car 5, who limps out of the stage and then the recovered Car 17 stops with a driveshaft out at Junction 21. Perhaps the most frightening event of the day then concerns Car 16 who flies through the stage gushing huge amounts of fuel from the rear of the car. Multiple safety shouts are made, including one by me, as the amount of fuel being spilled is dramatic and we want to make sure that the Stop line has all available extinguishers at the ready, just in case. Thankfully an inferno is averted and later Les advises that the problem was that someone had forgotten to put the fuel cap back on the tank in service, ouch !!.

The final stage of the day ends with little drama at just after half five, with a magnificent 22 finishers, which given the carnage earlier in the day is a miracle. Hats off to the organising team and Les in Control for a well run and most enjoyable day. Next it's off to Wales for the Wales Rally GB, more about that next month.

Ian Davies : Gemini 23 / MSA Radio Controller.

Pembrey

Disappointment For Llewelin

Reigning MSA Junior Rallycross champion Tom Llewelin saw his hopes of claiming the 2018 Swift Sport Championship disappear when he retired from the final at the penultimate round of the MSA British Rallycross Championship which was held at Pembrey this weekend.

The 17 year old from nearby Haverfordwest in Pembrokeshire was again contesting the series for Peter Gwynne Motorsport (PGM) in the Suzuki Swift and following a season of superb podium finishes, the young Welshman knew that a victory over main rival Morgan Bailey was needed.

The day started off well with a win in the opening heat but sadly, the Swift developed a misfire in the second heat whereby Tom gamely hung onto second place. With the PGM team again working wonders to attempt to solve the problem, sadly it returned in the final heat whereby Llewelin still finished third to claim an all-important front row for the final.

However, both Tom and the team's hopes were dashed on the very first corner when a technical problem led to retirement and with it, any remaining hopes of clinching a title for the second successive year as with one round to go, Bailey cannot be beaten.



Tom Llewelin: *"Practice went well and I won the first heat in wet conditions. The second heat started well but the car developed a slight misfire, but I still managed to finish second. The team worked really hard and changed a camshaft over the lunch break in less than an hour and managed to get me back out for the third heat which was amazing. In the third and final heat I managed third place but unfortunately the misfire was still there. This put me second on the grid for the final which was good considering our problems, but unfortunately a technical problem stopped us at the first corner in the final. The team are investigating what happened but sadly we can't win the title now but all credit and thanks to Peter, Sarah and the whole PGM team and my family and sponsors."*



**The Boundless North West Motorsports Group,
Under 17 Motor Club North West
and Accrington Motor Sport Club
are joining together to offer a huge discount for
members competing on their first
Motorsport event.
We are offering half price entry to one of these 10
events for only £15!
(normally £30)**

As a new member you can get involved marshalling anytime, get close to the action, you don't have to compete on your first event.

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- Grassroots Motorsport can be fun and cheap.
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- You do not need any special training or equipment.
- Free, MSA Marshal training days are available.
- All of this is included in your motor club membership.

All you need is the car you drive every day! Big or small, come and have a go!

Not convinced? Check out - <https://www.youtube.com/watch?v=mFlkKdmJZws> to get a novice perspective on Motorsport.

Grab a brew and take a look at a 1985 Citroen 2CV in action <https://youtu.be/jw3eaQfQv3g> or search for us on Facebook **u17mc-northwest, Boundless Motorsports Group.**

All the event regulations and entry forms can be found on <http://anwcc.co.uk> eight weeks before the event date. Some of these do fill up, so an early entry is advised.

Dates

1 st /2 nd December 2018	M65 Junction 4 services
16 th /17 th February 2019	M65 Junction 4 services
19 th May 2019	Lymm Truck stop M6/M56 junction
23 rd June 2019	Lymm Truck stop M6/M56 junction
3 rd /4 th August 2019	M65 Junction 4 services
7 th /8 th December 2019	M65 Junction 4 services

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Liverpool Motor Club

Autumn Sprint

Saturday 1st September

Liverpool Motor Club held the last of their 2018 sprints on Saturday 1st September, with 70 entries, slightly fewer than the 100+s which Aintree usually attracts, however there were 27 classes leaving the grid. The weather was dry and cooler than of late, making it more comfortable for the drivers, marshals, officials and spectators, and ideal for sprinting over the two practice and five timed runs.

The first class to get underway was SA road going standard saloons up to 1400cc a two car battle between Colin Duncalf and Chris Smith both driving MG ZR's with Chis Smith getting the honours with a time of 63.12 and a speed of 94mph across the line, 4mph quicker than Colin's ZR but in Colin's defence he did have early signs of head gasket failure.

Class SB had three Clio 172 Cups and a Mazda 3 making the line up. Paul Gorge was quickest with a time of 55.32 and top speed of 109mph. Standard production road going sports cars up to 2000cc class SC went next with only the Mazda MX5 of Peter Messer in the class, crossing the line in 61.67.

Class 1A road going production saloon cars up to 1400cc was won by David Taylor in his 1380cc Morris Mini Cooper S with a time of 57.35 just short of the class record of 56.96 he set in September 2015.

The 1B road going production saloons 1400cc-2000cc award went to Russell Thorpe in his Renault 5GT turbo with his best run of 52.52 putting Karl Wilson's Clio Cup into runner up spot with a 52.86.

James Hunt took only 3 out of the 5 available competitive runs in his BMW E30 to win the Road going production saloons over 2000cc class 1C with a time of 52.10 and top speed of 126mph. Class 1D road going production 2&4 seater sports cars up to 2000cc saw Raymond Worrall quickest over the 1.15 mile course at 52.19 in his Honda S2000. The larger engined road going 2&4 seater sports cars over 2000cc award went to Congleton's Rob Tonge missing out by 0.01 second on the class 1E record of 47.81 that he set in June this year by breaking the timing beam with a time of 47.82 and top speed of 141mph in his Audi TT. Class 1F had just one entry, the Lotus Elise of Steve Wilson who achieved his best run of 54.95 on his third out of five runs.

Class 2A road going kit, replica and space-framed cars up to 1700cc with car engines had Martin Walker win by margin of nearly 10 seconds in his 1620cc Westfield SEiW at 50.41seconds.

Class 2B car engined road going kit, replica and space-framed cars over 1700cc was won by Nigel Fox driving his Caterham 7 over the line in 47.83. Class 2D for road going specialist cars not eligible for classes 2A, 2B or 2C had just two cars in it, both Lotus Elises driven by Rob Holt and Ian Walker and saw Walker the quickest with a time of 54.21.

Class 3B Modified production saloon cars 1400cc to 2000cc saw Taras Andrusin's Renault Clio 172 cup set a time of 54.67 to get the better of the Honda Civic Type R driven by Chris Boyd and the Peugeot 205GTI shared by Angela Jones and William Jarman.

The over 2000cc modified production saloons class 3C had the sole entry of William Hunt's Ford Sierra 2ltr put in a time of 48.36. Another single entry Elen Worthington, in class 3D modified production 2&4 seater sports cars up to 2000cc saw her achieve a time of 50.61 in a well turned out Lotus Elise S1.



Aintree Sprint Continued from Page 39

John Loudon made the trip to Liverpool from Warwickshire to beat his own class record by shaving 0.76s off the time he set for class 3F (Modified kit, replica and spaceframed cars with up to 1700cc car engines) in June by driving his Westfield SE over the finish line in 45.23seconds, the only new class record to be set on the day.

In Class 3G Modified kit, replica and space-framed cars over 1700cc another Westfield won the class driven by Chris Griffiths to a time of 44.49. Terry Everall was the only representative in the motorcycle engined kit, replica and space-framed class 3H with his Westfield Megablade finishing with a best time of 45.95 on his 5th run.

Martin Chittenden was the sole entrant in Class 4A for Sports Libre cars up to 2000cc his Pulsar 919 putting in a time of 54.31.

Racing cars up to 1100cc class 5A was well supported, and a one two finish by the same OMS 2000M being shared by Eve Whitehead and Craig Powers with Craig taking the honours with a time of 43.01 over Eve's runner up time of 43.57. Class 5B Formula Ford 1600 racing cars manufactured before 1st January 1994 saw Geoff Ward take the class with a time of 49.50 in his Swift SC93F making Graham Curwen's Van Diemen runner up with 51.76 and Peter Ibbotson 3rd with 53.35 in a Sparton FF81.

Ray Stockton in a Vauxhall engined Van Diemen was the only competitor in class 5C racing cars up to 1600cc and put in a time of 60.97.

Class 5D racing cars up to 2000cc again saw only one competitor in the class, the Force PT of Glyn Sketchley who did a respectable time of 41.74.

Windermere farmer John Graham was literally in a class of his own, not only being the sole car in class 5E (racing cars over 2000cc), but he took FTD in his 3.5 Nicholson McLaren engined Gould GR55b too, propelling his car down railway straight at a blistering pace and breaking the timing beam on his final run at 174mph. In fact, all of his runs saw top speeds of over 170mph and he twice set a best time of 37.53secs but unfortunately that's still one and half seconds short of beating Nick Algar's course record set in June 2010 – but it certainly wasn't for lack of trying.

Class 6A was for classic road going-cars registered before 1st January 1988 and was won by Richard Freye with a time of 58.45 in his mini but my favourite was Rod Stansfield's Triumph TR5 classic rally car. Class 6B classic racing cars built before 1st January 1988 had Les Proctor's Elva MK7 come out on top with a time of 54.67.

The final class, class 17, was for contenders in the TVR car club speed championship but was very poorly supported with just two cars entered. Driving his TVR Chimera, David Barrowclough finished in a time of 51.20 secs, ahead of William Campion's TVR S2.

Well that's it. LMC's sprints at Aintree for 2018 are over, and by 4 o'clock the cars were being put back on their trailers and everyone was going home (or to Longton's event at Three Sisters) after a great days racing, but don't worry there's always LMC's last Track day on October 6th to look forward to and there's still time to book your place.

Brian Taylor : www.whitedogphotography.co.uk



LIVERPOOL MOTOR CLUB AUTUMN SPRINT AINTREE

1ST SEPTEMBER 2018.

A DAY AT THE LIVERPOOL MOTOR CLUB'S AUTUMN SPRINT

A cooler day than of late made for more bearable conditions for everyone, drivers, teams, spectators and particularly for me, who, as guest commentator, was kept all day in a glass case by the startline. The club's marshals and officials were all on time, bright and very well organised and the event started as per programme on the dot of 9.30am with two practice runs for each of the 70 odd competitors.

Sprinting, for those unfamiliar with the sport, is a timed race against the clock around a measured course, in this case using part of the old Formula One Grand Prix circuit at the famous Aintree race course. Competitors set off individually and are timed precisely to hundredths of a second; little changes or small errors during their runs can make a big difference.

It soon became clear to me, leafing through the competitors information sheets, that this was basic, club level motorsport, organised for enthusiasts, by enthusiasts but not exclusive, as witnessed by the large number of first time drivers and marshals that I met during the day. Everyone was intent on having a good, safe, fast days sprinting – and so it proved.

With so many classes available and relatively few entries (there are often well over 100 at LMC's events), many classes were fought between just 2 or 3 cars but, as you would expect, the road going saloons had the bulk of the field, regularly scoring times around the 50 to 60 second mark and becoming more and more competitive throughout the day. Each entrant was allowed 2 practices and 5 timed runs and it was interesting to watch individual drivers recording improved and then slowing times as they eventually tried too hard and got tired as the day progressed – self control, stamina, rest and experience are as important as a fast car.

The fastest car of the day by miles was John Graham's 3,500cc Nicholson McLaren engined Gould, an awesome beast which crossed the finish line at something like 175 mph having taken just over 30 seconds to get there! John told me that he regularly brings the car and its pit-crew to Aintree to support Liverpool Motor Club as they are, in his opinion, a great, local, sporting club. The most fun was had among the road registered saloons, some with two drivers sharing the same car to decide last night's arguments in the bar once and for all.

I'm normally at Aintree for the motorbike races but because of a clash of events in the Northwest car world, I was roped in as an emergency, stand-in, replacement commentator and I'm glad I went - a great day for competitors, spectators and marshals alike. If you've ever fancied having a go at motorsport you could do a lot worse than looking up Liverpool Motor Club on the internet – and I'll see you next time!

Sid Calderbank



September got off to a rapid start with a trip down to Aintree for the Liverpool MCs Sprint on Saturday the first. I was stationed at my usual post 'Country' and was relieved to hear that Radio Control was back with a safe pair of hands. On the Sunday I returned to Aintree for the 'Sporting Bears Dream Rides for Kids'.

I had contemplated going to Three Sisters for Longton & DMCs Sprint and claiming more marshalling points but I don't really need them and the idea of the Sporting Bears thing sort of appealed to my better nature (bet you thought I didn't have one!). For the Sporting Bears I am allocated 'Bechers In' - which for those who don't know much about Aintree is located next to the 'Grand Nationals, famous 'Course but not as you would expect at Bechers Brook but the Canal Turn Fence (Don't ask me why!!). Nothing as fast or furious as the Sprint or even the Grand National but the cars are going round at a reasonable pace with lots of waving from kids in the cars to us marshals out on the course. The kids also got rides with the Police and Fire Brigade. All very rewarding - and different. I am going back to Aintree for the GreenPower Racing on the 19th of September. My benevolence knows no bounds.

Before I can get to Aintree for the Green Power Racing there is the little matter of Wallasey MCs Prom Stages where I am, once again, helping Steve Price (Chief Marshal) - he is signing the Marshals On and then I give them the Marshals briefing (does & dongs) before I hot foot it on the Saturday evening up to Bedale to Navigate for Stephen Holmes on the Colman Tyres Navigational Rally.

The Promenade Stages was a wet one. Very pleased to note that when I walked around the Stage (s) on both Friday & Saturday the marshals were all brilliant. Pity that the same couldn't be said of 1 (only 1) of the Sector Marshals who decided to leave his group of Marshals to their own devices and chose to stand far away with his back to his marshals to chat to 'his friends' at the crowd barriers and take no interest in the safety or welfare of his group of Marshals both on Friday Night and on Saturday. He got a mouthful from me - but still took no notice and carried on as before!!!! He might as well as not been there. Guess which Sector Marshal also didn't attend the Marshals Briefing. Obviously been to lots & lots of the training days and does not need me to put him right. Mmmmmmm. I probably shouldn't have lost my temper with him but how did he get to be Sector Marshal? Doubt it was on merit - maybe who he knows?

Dash off from the Prom Stages and make my way to Bolton-by-Bowland. Meet up with Stephen Holmes - my pilot for the Colman Tyres Rally and after some very late mods to the car (a socket for my poti) we get away to the start in Bedale. Through noise but there is a long queue for scrutineering as the scrutineers have the perennial argument about 4 or 6 forward facing beams on the MG ZR of Steve Flynn. Must have been stuck there for half an hour as the Blue Book is consulted and eventually they are allowed to continue. We have no problems with Scrutineering but the delay ate in to my pre-plot time and I am starting to get stressed out - this is only my second Road Rally of the year and I am rusty and feeling very nervous. I get our route instructions and get down to plotting the route. I waste 10 minutes or so before realising we are re-using the road to the start of the Catterick Tests which means I then have to plot some of the route up to halfway on the move between competitive bits. This leaves me feeling a little queasy and eventually - after the first road section after Catterick - I call for Stephen to pull over and I am sick. Do a bit more of the route and start to throw up again. Decide to call it a day just before Petrol. On the way back to the start the Proton strips the Cam Belt. Game over for sure!

Continued on Page 43

Grumpy Old Git *Still Wittering On & On & On*



Grumpy Old Git Continued from Page 42

Sunday the 16th and its time for me to get reacquainted with Wern Ddu. Martin & Helen Fox are off having a little holiday somewhere nice and warm so cant do their usual Stop Time Control marshalling so I get given the job. To help me I get the services of Andy Crawley and his daughter Jess. These two are newish members to Warrington & DMC but Andy has a mint 1960s mini that he will be competing on Classics in the future. Great company and great help too. We have 40 cars entered and are kept very busy all day. No real dramas but one or two of the competing cars do have the odd problem (or two) and punctures seem to be the biggest cause of concern. Got to mention Clare Evans who keeps me supplied with Coffee all day long. Thanks Claire

Tuesday the 18th is the first of Clitheroes Winter Scatter Rally Series. My Navigator is down in Ipswich for work and I cant compete.

Wednesday the 19th and I am off to Aintree again - this time for the GreenPower Racing and for the first time I manage to drive straight to the circuit without any wrong turnings and without using my SatNav. I wasn't sure what time we had to be there to sign on and therefor erred on the side of caution and got there hours too early at a quarter past seven. Several of the Teams are already there setting up. A short report on page 52.

Following on from Greenpower Racing at Aintree it's the bi Monthly meeting of SD34MSG at Bamber Bridge. A fair few delegates missing this meeting for one reason or another. Margaret Duckworth announced her retirement from the post as Championship Registrations at the end of this year. So a new Championship Registration person is needed for next year

The main event for September is the Taybridge Clitheronian Road Rally. I drew the short straw and am Chief Marshal. Steve Butler and Paul Buckel may do most of the work for the Clitheronian but the job of Chief Marshal is probably far more stressful. Since we dont run with the Welsh rule of each competitor supplying a marshal then you are never dead sure whether all those people who volunteered to marshal will actually turn up. In the end (& I am very fearful of saying this) we had loads and loads of marshals I covered as many of the Code Boards as I could making them into Passage Checks but you still struggle to man some controls - particularly those just before & after petrol and also the last few on the route. The whole event seems to have been well received by the Competitors and Marshals alike. Congratulations to Seddy & Sam on their First First Overall (Its been on the cards for a while). I probably upset one or two marshals who arrived a little on the late side by giving away 'their controls' to marshals who hadn't let me know they were coming out to play, but its my task to fill as many controls as possible and that I did. I was also running as course car with Clerk of Course Paul Buckel in the left hand seat. Paul suffers from Mal-de-Nav and whilst I am enjoying myself behind the wheel for the first time since the early '70s Paul is trying to keep his Dinner down. One of the many little bits that had me chuckling to myself was when we stopped at a CB and he (as he normally does as a Driver) read out the CB and then expected me to write it down on the check sheet that he had as Nav with me saying ' Paul! You've got the sheet - not me'

One of the things that I really look forward to each month is the arrival of Paul Gilligans 'Inside the Industry'. (Pages 43 & 44) Extremely well written and very informative and whilst you have to wait around about a week to read it after it arrives in my In Box - I get to read it several times before Spotlight even gets sent out. I keep finding little bits that somehow I missed on first and even third readings.

Tony Vart and Yours Truly are Marshalling on the Trackrod together at the end of the month. Too close to publication date for this mag and also Wales Rally GB is coming up fast to be able tell you what went on. If either of us can remember to make notes and write a report then it will be in the November edition



Warrington & DMC's Wern Ddu PCA



Photo - Chris Ellison



As I've said before I'm a very optimistic person. I think you have to be in this industry otherwise you'd be better off working somewhere else. But even I can help noticing the floods of bad news flying around the industry currently. Here's a few tasters:

Even Henry Ford I Couldn't See This As Good Publicity?

The first Henry Ford was famous for a few sayings:

"History is bunk!"

"You can have any colours as long as it's Black" and

"There's no such thing as bad publicity"

He might struggle with the last one just now. Moodys, America's foremost credit rating agency cut Ford's rating to Baa3 at the end of August. That is one notch above junk status. This will make it more difficult, and expensive, for Ford to borrow. Reasons are major problems in China (sales down almost 40% in the world's largest car market), Europe (continuing losses especially in Britain), and reduced margins in the US where Ford are shifting saloons and small cars at a loss because people simply only want SUVs and "Trucks" (double cab pickups to us). On top of all this Ford (like all manufacturers) have to find vast sums to fund the development of driverless and alternative fuel cars.

Press reports are forecasting Ford will shortly cut 24000 jobs in Europe and slim down the product range by dropping Mondeo, S-Max and Galaxy. Ford have responded that this is "pure speculation" and while committing to the current Mondeo has refused to say if there will be a replacement. Meanwhile the cutback in Ford sales to rental companies which I reported on last month means that Ford may soon lose their place as the No 1 seller in the UK which they have held since the 1960s. In fact of course they lost it a long time ago to VW Group who if you add VW, Audi, SEAT, Skoda and Porsche together comfortably outsell Ford.

BMW Dealers Not Happy

For a long time a BMW dealership has been seen as a licence to print money. Although the dealers did complain that BM insisted that most of the profits went back into paying for more and more expensive showrooms there was enough left to keep them happy. Now I'm told things are changing. BMW are locked into a three way fight with Mercedes and Audi to be the top German prestige car manufacturer, in the UK and the World. In order to preserve their position BM have forced their dealers to commit to vast numbers of pre-registered cars. And they have enormously increased their presence in the rental market. As I type this on my desk I have a list of over 1000 BMWs under a year old available from a major rental company. And not just basic models. 5 & 7 Series, X5s, M3s and M4s, all with a few thousand miles on and an awful lot less than new price. This amount of near new cars being available to anyone doesn't help the dealer network!

There is another factor I'm told. Every BMW dealer also has to represent Mini in his area. That used to be a useful extra profit. The word is that is no longer the case, most Mini dealers lose money and are subsidised by their adjacent BMW dealership. I was very surprised to hear this but was told by someone who should know: "The Mini product is c**p and far too expensive".

One motor group I know has already terminated their one BMW/Mini franchise. I believe others are looking to follow including a big operator with double figures of BMW dealerships. When the dealers don't see a business case any longer the manufacturer has a major problem.

Manufacturers Have Their Own (Legal) Problems

Whilst the boss of Audi continues to languish in a German jail because of the emissions scandal news now comes that VW Group, BMW and Mercedes are being investigated by the European Commission for possibly colluding to limit the development of emissions reducing technology in their vehicles. If found guilty fines can be up to 10% of the manufacturer's worldwide revenues on affected products. And this really happens. In 2016 The EC found DAF, Mercedes, Iveco, MAN, Volvo, Renault and later Scania guilty of operating an illegal price fixing cartel. They were fined a total of 3.8 BILLION Euros! Now Part 2 of that situation is beginning. Because of course if the prices were kept artificially high the customers paid too much. The cartel operated from 1997 to 2011. In the UK alone claims from these customers are thought to total around £5 Billion, in Europe as a whole it could be five times that figure – or more! This is real - our Fleet Management side is already working with truck operators to support their claims. Goodness knows what the car claims could be if the manufacturers are found guilty?

Meanwhile VW are being sued by a group of their shareholders who claim they lost out when the share price dropped by around 405 due to the emissions cheating scandal. Claim is a mere £8.2 Billion.

Jaguar Go On A Three Day Week

Not long ago Jaguar Land Rover cut production of the Evoque and Discovery sport by 1/3 by reducing the Liverpool factory from 3 shifts to two. Now they've announced they are putting the Castle Bromwich plant in Birmingham, which makes just about all UK manufactured Jaguars these days, on a 3 day week for the remainder of this year. JLR's most profitable products, Range Rover Sport and Range Rover are just about unobtainable until next March because they didn't get the WLTP certification completed in time. Which leaves a big hole in profits for manufacturer and dealers.

August "Sales" Boost As Manufacturers "Sell" Non Compliant Cars

I've reported before that manufacturers were well behind in getting their cars and vans certified for the new WLTP regulations which came into force on September 1st. Non compliant cars had to be registered before then or scrapped. Result was that new car registrations (not sales!) in August were 23% up on last August in a year when sales have been running around 5% down. It's easy to see which car makers had the biggest problem by comparing their August 2018 registrations against last year:

McLaren + 567%, Aston Martin + 310%, MG + 224%, Suzuki + 147%, Subaru + 127%, Jaguar + 120%, Bentley + 113%, Honda + 91%, Mitsubishi + 79%, DS + 72% and so it goes on.

Most of these cars will have been unsold and will have to find buyers in September. This is supposed to be the second best month of the year for new cars as it brings yet another new plate, but I'm told things are very quiet in the showrooms.

"Replica" Business Booms

Sorry these aren't replicas they are "Continuation" models. Jaguar were I think first with the creation of the "missing" XK SS models and then some E Types to follow. Aston Martin have now announced they are to build 25 new cars to the exact (more or less) specification of the James Bond DB5 used in the Goldfinger film. They may well not have the ejector seat or machine guns but WILL have the revolving number plates. Those of course aren't road legal but that doesn't matter because the cars aren't either. Being built to the original specification they wouldn't have a prayer of passing current safety legislation, so they are confined to use on tracks or private estates.

Price is £2.75M plus VAT, deliveries start 2020, I understand all 25 are sold!

Lister Back In Business

In the late 1950s the Lister company built some wonderful sports-racing cars that used Jaguar D Type engines to amazing effect. The most famous version was the "Knobbly". A couple of years ago a UK millionaire and his son bought the remaining Lister spare parts and the rights to the name and produced 10 "Continuations" which sold at £340,000 a time. Then Stirling Moss entered the story and agreed to lend his name to 10 more "Stirling Moss Limited Edition Knobblys". Which sold at £1M a car. Of which I'm sure SM extracted his fair share!

Since then the owners of the Lister name have spent their time modifying F Type Jaguars to provide up to 670bhp and will soon be doing the same to the Jaguar F-Pace SUV to produce the World's fastest road legal 4x4. Having established the name next step is apparently to make a new Lister Storm, a £2.5 Million Pound hybrid hypercar. What would Brian Lister have thought?

Electric Matters

Electric car sales are increasing no doubt. And as the technology becomes more mainstream costs are coming down and will come down much further I'm sure. The range of the cars on offer (with cost the biggest block to sales) is improving and again will improve further. Our leaders are doing everything to encourage all this. The next step is to ban petrol and diesel cars from certain streets or lanes. This has already been put in place in nine streets in North London during peak times, the thin end of a very long wedge I think?

Now some of the more sensible people around are starting to turn their attention to the next key problem. If electric cars take off as many predict where is all that electricity going to come from? The National Grid is already often at breaking point?

However if we believe minor problems like that will be swept aside the interesting (to me) question is who will make and sell the electric (and probably driverless) cars. Will it be the people who know how to make and distribute cars? Like GM, VW, Toyota, Ford etc. Or the people who know how to design and manufacture electrical devices like Apple, Google, and of course Dyson. Dyson have just announced plans to create a test track and visitor centre at an airfield it bought last year as it works towards launching an electric car. This is due to happen in 2021. James Dyson may have got it right, he has sought to recruit people from the car industry and mix them with his own "inventive" people. I wouldn't bet against him?

Paul Gilligan



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THE BO'NESS REVIVAL
CLASSIC SHOW & HILL CLIMB
1ST & 2ND SEPTEMBER 2018

BONESS HILLCLIMB IS ANOTHER GREAT SUCCESS

Once again Boness hillclimb and classic car show was an outstanding success, here people from all over the country come together to put on a fabulous weekend of motorsport that is now by far the biggest motorsport event of its kind in Scotland.

“Revived” ten years ago after a lapse of fifty or so years when it was a counter in the British Hillclimb championship a group of experienced competitors and organisers formed a new club so that inter club rivalry didn't get in the way then worked tirelessly delivering year on year improvements to an area of overgrown Falkirk council owned land within the grounds of the historic Kinneil house making it the fine venue that it is today.

The forward looking Falkirk council have been a willing partner in the venture and the council officials can be very proud of what they have achieved as it has brought many thousands of visitors each year to the events with many visitors staying on in the area for holidays thus spending money and boosting the local economy.

Although run as two completely separate one day events most people love to do both days and the entry list was oversubscribed months in advance. Cars varied from the smallest Austin 7 single seaters to the fantastic 5litre Formula 5000 car of Roger Deans and an even bigger engined Chevy Camaro.

Probably every make of car you could think of was represented, Alvis to a very crisp sounding Vauxhall Magnum on twin 40DCOE side draught Webers, Austin 7s to Wolsley Hornets, yes two very rapid Hornets made an unusual sight as well as the more normal Minis. Two Marcos variants appeared both totally different to each other, one just completed a couple of days before was a stunning Mini Marcos built and driven by David Smith usually seen sharing their 12/70 Alvis with dad Ian. Davids 1380cc car is a real beauty and the workmanship is out of this world, he was leading his class and getting faster and faster but when he spun approaching the very solid walls of the courtyard cottages David remarked he had just overstepped the limit fortunately without damage apart from bending the timing strut so would re assess the “stiction” available for subsequent runs.

This vehicle won the trophy for the best prepared car and it was well deserved but it must have been a very difficult decision for the scrutineers to make as a couple of other cars were newly built to equally high standards, Steven Smiths red Austin 7 racer being one of them the build quality of these two cars would have done credit to a F1 team.



Continued on Page 47

Boness Revival

Continued from Page 46

Dick Smith brought his very special ex Nurburgring GP Frazer Nash for us all to enjoy as he wound up the revs on his runs leaving his Supersport model he usually brings at home although son Adam brought his particular Supersport model so family rivalry was very much on the cards, Adam pipping dad this time which may cause a reduction in Adams pocket money from Dad or a reduced Christmas present in December. Dick doesn't like being beaten by any of his three sons but when you're over 80 it is allowed.

Colin McLachlan was driving a superb little Austin 7 single seater looking very vintage like and it appeared to have been campaigned on the hills for very many years it just had that patina and appearance. Completely untrue, built by a pal of Colins very recently he deserves to be congratulated for proving to his doubting friends in their local pub that it is still possible to compete in motorsport these days without spending a fortune.

He described to several of us how he constructed the car using cheap parts such as a rusted chassis given him for nothing which he repaired and strengthened, he made a stiff floor in thick alloy and rivetted it to the chassis to add strength. Standard springs were left with a camber in them rather than buy Ulster ones, leaving the camber in the springs makes the car higher of course but when made as a single seater it takes on the appearance of a miniature GN Spider 2 being slim and upright especially as it was clothed in dull bare alloy. The car went like a rocket being very light, Colin McLachlan was grinning from ear to ear on every run and extolling the virtues of the car in the paddock, it proved the point that using ingenuity, skill and parts from other peoples throwaway materials a car can be constructed and raced very successfully for very little money.

Neville Carr an Austin 7 owner himself told me to go and look at the car and study its construction and simplicity yet understated quality. Asked how he made the top of the double curvature nose cone Peter Graham the builder explained if you start off with a big enough piece of alloy and bash it long enough it takes on shape then cleverly cutting this curved panel up in a certain way allows it to be joined by simple flat sections that then makes a very attractive radiator cowl, study the photos to see what I mean.

I'm very glad I went to look and I hope its builder got as much pleasure from describing its build as those of us did who were listening, it should be written down for others to copy and refer too especially when he told us it wasn't the first one he'd built and he would build others just because he enjoys it. Peter Graham deserves some sort of award and recognition for his work.

There were so many interesting cars it is impossible to mention but a few, Jimmy Stewart has an enormous Jaguar XJ6 Coupe that fits between the straw bales as tight as some of the girls you see walking about with almost shrink wrapped clothing on them.

Is its colour scheme and body shape a very subtle reserved one, no chance, its bright orange paint job, big wheel arches, fat alloy wheels this car makes a big statement it's great to see such diversity and individuality on the hills rather than clones of the same models and shape of cars at every event, well done Jimmy.

With a classic car show at the top of the hill with 100 car clubs taking part and 400 or so cars on display, autotests too, trade stands and a free shuttle bus service Boness Hillclimb Revival Club or BHRC is its known pulled out all the stops, commentaries from long standing commentator Steve Wilkinson and his team were very knowledgeable and entertaining and no wonder as even before first practise Steve was wandering around the paddock notebook in hand researching cars he didn't know or checking for new modifications on those he did, this is dedication and one of the most important jobs yet a job people tend to be unaware of but very evident if the commentary stops for any reason such as a technical hitch or a pulled jack plug somewhere.

Well done guys you keep the meeting alive even when things come to a halt if an incident occurs or between batches.

Already looking forward to next year and so is everyone else I spoke to, its just like one big family without any other connection to each other except a love of motorsport. Roll on September 2019.

Keith Thomas



The Wearside Classic Rally

Sunday 9th September 2018



This year's Wearside Classic and Targa was once again at the Nissan test track with the event HQ at the excellent Sports and Social club. The Great North Run was being held the same day so over-night accommodation was scarce and costly so we had an early start from Wigton and trailered the car over for 8 am scrutineering and signing on. Despite the rain on the way over, it was dry when we arrived and the forecast was for a dry day.

It was the first run out with the 205 since changing the rear beam (the old disc brake beam was shot), so we now had a drum brake beam fitted which I hoped might improve the handbrake's performance.

Scrutineering was passed, we signed on, Maggy started marking up the diagrams and I got busy with the sausage and bacon rolls. I always get the good jobs!

There were only 4 historics entered and we were running as the first targa car as we were the oldest in the class. Briefing was soon over and it was time for the fun to commence.

Test 1 is on the car park in front of the Social club and despite it being fairly compact the test was fairly open and flowing allowing us to get round OK except with a slight problem at the last pair of cones with me nearly going the wrong side of T which required some hard braking and a reverse. Not the best of starts but at least we didn't get a WT, although we did end up with a test max so I guess it was no different in the long run.

Test 2 was on the test track and was much more fun. A tight hair-pin start with a bit of a run on the grass was followed by some track with a little bit of gravel for a nice wide 180 followed by a 90 right and a fast run down to two parallel lines of cones with enough room for us to get round with only a short diversion on to the grass. No problems and on to test 3 which had a really tight 90 right at cone G followed by the need to hook back right to H which was so tight most people had to stop and reverse. Once round that though it was a good flowing test with a little bit of loose and we got round OK. Test 4 was on the "helicopter pad" which is lovely and spacious and is great fun to blast round. Again no faults so by the end of the first round of tests we were fairly happy.

Test's 5 to 8 were a repeat of 1 to 4 with no problems other than the really tight right at G on test 3. The majority of drivers were now using the grass on test 2 which saw times coming down a bit.

Test 9 saw us back in the car park with a revised test layout which turned out to be much quicker for us so that was OK. Test 10 used the same format as 2 and 6 for the first part round the track but then had a different path through the 2 rows of cones which was now a nice wide slalom and was so much quicker, things were getting much more fun. Test 11 saw the tight right at G altered to give a straight run out past H which was a great improvement.





DEVILS OWN RALLY

Devils Own Rally Marshals Needed

please!

On the 20th of October the Devils Own Historic Rally will start and finish at the Westmorland County Showground near Crooklands. We have a full entry of 65 cars, including Minis, Escorts and even a couple of vintage Bentleys thrown in for good measure. Martyn has an ambitious schedule planned for the event, with 8 Tests and 9 Regularity sections planned across map 97. As the last round of 6 championships including the HRCR series it's set to be a cracker.....

To ensure the event runs to plan we need over 100 controls and posts filling. We have jobs for people of all experiences and can team up new volunteers with experienced marshals. We'll provide a goodie bag and even feed you at the finish!

**To book a control or two please get in touch
with Miles or Gareth**

at marshal@devilsownrally.co.uk



Wearside Classic & Targa Rally **Continued from Page 49**

This was followed by a longer run round the track with a bit of loose before returning to the main track to run through the same finish sequence as tests 3 and 7, and although the distance was much greater the time was only 4 seconds longer as we managed to carry more speed through the test. Test 12 was again on the "pad" with a slightly revised layout resulting in faster times again.

The lunch break was held after test 12 with the prospect of the longer tests in the afternoon which are much more fun!

Test 13 after lunch was in the car park and was a re-run of test 9 and then test 14 which was a run through 10, 11 and 12 as one test, only interrupted by a "stop astride" before entering the final part of the test around the "pad". The test times were suddenly increased from around the 50 – 60 second mark to around 3 minutes. A good work out in the 205 without power steering.

Test 15 saw us back in the car park for the longest and most complex version of the test which was still nicely flowing, and was still quicker for us than test 1.

Test 16 again used all 3 areas joined together with a change to the layout of the two lines of cones in the first test area which was now run as 2 slaloms which made that part of the test take a little longer but still a nice 3 minute plus test. 17 saw a repeat of 15, and for us, the same time and the final test, 18, saw a repeat of 16 with again a slightly quicker time with 9 seconds less.

We returned to put the car back on the trailer and then to the club to have a nice meal whilst we waited for the results and awards. All in all a great day out, a good crowd, good tests and most importantly, good fun. The weather was mostly kind, with just a very short spot of rain which did not even damp the dust down. We ended up 8th overall and 4th in our class so we were more than pleased with that.

Overall the event was won by Willie Keaning and Kelsy Gillespie in their MX5 with 1222 seconds in total with Phil Hodgson and Ian Giles in second place in their MX5 and 1284 seconds. Chris Wright and Samantha Paull made third place with 1301 making it a trio of MX5's for the first 3 places. Simon Jennings and Colin Fish were the first of the front wheel drive cars in 4th place in the 106 with 1335 just keeping Harry Raylor and Stuart Leighton with 1350 away from making it 4 MX5's together. Liam Charlton with Geoff Fletcher in the Puma were just a second behind for 6th place with 1351.

Geoff & Maggie Bateman : Wigton MC



NESCRO



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

Challenge Positions Following Wearside Classic & Targa

Only showing the Top 10

NESCRO 2018 Historic Driver's Challenge

Pos	Driver	pts
1	Dave Short	364.6
2	John Sloan	312.7
3	Peter Metcalf	252.6
4	Dave Marsden	234.1
5	Ernest Calvert	218.0
6	Mike Kirk	187.8
7	Paul Slingsby	177.4
8	Simon Boardman	159.1
9	David Agnew	142.7
10	Gorgon Craigs	133.1

NESCRO 2018 Targa Driver's Challenge

Pos	Driver	pts
1	Philip Hodgson	359.6
2	Chris Hunter	380.0
3	Simon Jennings	370.4
4	Chris Dodds	325.6
5	Quentin James	317.1
6	Paul Bowness	267.4
7	Robert Short	266.4
8	Geoff Bateman	252.8
9	Liam Charlton	252.5
10	James Hastings	201.5

NESCRO 2018 Historic Navigators Challenge

Pos	Navigator	pts
1	Roy Heath	364.9
2	Marian Sloan	312.7
3	Michael Garstang	234.1
4	Bryan Smith	218.0
5	Ali Procter	192.7
6	Michael Fox	177.4
7	Guy Whickham	166.7
8	Matt Broadbent	159.1
9	Alan Jackson	142.7
10	Benjamin Craigs	133.1

NESCRO 2018 Targa Navigators Challenge

Pos	Navigator	pts
1	Ian Giles	395.6
2	Fiona Tyson	380.0
3	Tom Howe	317.1
4	Colin Fish	276.2
5	Esther Bowness	267.4
6	Kirsty Thompson	266.4
7	Maggy Bateman	252.8
8	Phillip Savage	181.0
9	Sophie Whickham	173.0
10	Peter Gibson	163.7

2018 NESCRO CALENDAR

HISTORIC / Classic Rounds

Sept.	9 th	Wearside
Sept.	16 th	Doonhamer
October	14 th	Solway Historic Rally
November	18 th	Saltire

TARGA Rounds

Sept.	9 th	Wearside
Sept.	16 th	Doonhamer
October	14 th	Solway Historic Rally
November	18 th	Saltire



Sunday 2nd September Liverpool MC Sporting Bears Dream Rides for Kids



Since Liverpool MC joined SD34MSG in 2015 they have placed an advert requesting marshals for this event. I don't know about you, but I have read the ads and wondered what it was all about . . . And then done nothing.

This year I thought it might be a good idea to trot down to Aintree and volunteer and maybe find out.

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.

Then, once a year in September no money changes hands, the public don't get the rides, but instead the children, many with serious or life threatening health issues, their carers, families and staff from various North West children's 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.

It's a fantastic day which not only gives the kids a great day out, but it also gives their parents something totally different to look forward to – effectively a day of respite when they can relax, put aside their children's health problems and be treated to an unforgettable experience in cars that, without the help of the Bears, they wouldn't ever imagine being able to ride in. The full list of cars is too long and varied to detail them all, but they included classic MGB, Lamborghini, McLaren, Noble, BMW, Jaguar, Ultima, assorted classic and modern Porsches, Ferraris etc Classic Mini, Bentley and even a Lancia Stratos Replica.. Goodness knows what the full array of cars was worth!

And which cars attracted the longest queues of kids? Maserati? Wrong. Ferrari? Wrong again. No.... the Police cars of course, chasing after other participants complete with blues & two's!



Sporting Bears Motor Club Driving for Charity

www.sportingbears.org.uk

Sporting Bears
DREAM
Rides



Wednesday
19th September
Liverpool MC
Aintree
Greenpower Racing



Greenpower
INSPIRING ENGINEERS

Whats this Greenpower Racing all about then? Before I went on line to find out I didnt know.

The idea is to inspire young people around the world to excel in Science, Technology, Engineering and Maths through a unique challenge: to design, build and race an electric car.

Greenpower Education Trust is a UK based charity with an outstanding track record in kick starting careers in engineering. Their aim is to help unlock potential and spark enthusiasm for Science, Technology, Engineering and Maths (STEM) through the excitement of motor-sport.

Teams of students aged 9 to 25 from across the globe compete at Greenpower events in the UK and other countries including USA, Poland and China. The annual International Final takes place at the UK's Rockingham Motor Speedway.

You might think its all a bit slow and not exciting and you would be wrong. At my marshalling point we had one car roll and another take to the banking, spin it round and rejoin the race. We had a couple of coming-to-getheres too. The biggest problem for me was that it was all silent. No roar of exhausts or whiff of Castrol R.

There were teams from Ireland, Portugal, Poland and one team had come all the way from Argentina but the team that (to me) was streets ahead of the rest in terms of engineering, innovation and outright driving skill was a girls school from Sandbach who had two cars entered. One was a 'knock off' Ferrari and the other a Cooper from the 1950s.. These two cars trounced the opposition lapping some 25s per lap quicker than their fastest rivals They had developed a gearing system (over 40 different ratios) and had a spatial awareness far more than you would expect for their years - never held up by the slower (and I mean a lot slower) cars

I had a brilliant day made all the more special because I did not expect to enjoy myself so much

Sandbach Girls School



Sandbach Girls School



Sandbach Girls School



Team from Argentina



Guys & Gals it's that time of the year again ... The No.1 cash award in the UK, We've all heard the old saying "If it sounds too good to be true, then it usually is" ... Well not with the JEA, it really is a no strings attached free to enter award with a total cash prize fund of £6,000 to the winner of the award, We look forward to receiving your entries, good luck to everyone who enters.

2300 Club presents: The John Easson Award 2018

The 2300 Club is proud to announce the details of the 2018 John Easson Award for young rally drivers.

First run in 2004, the Award is named after rally driver John Easson, a regular rally competitor and a generous supporter of the 2300 Club before tragically losing his life in an air accident in 1999.

For 2018, the John Easson Award will once again continue the successful format of assisting a young British competitor with financial support, and maintain its place as the UK's number one free-to-enter cash prize rally Award.

The award is open to drivers and co- drivers. Individuals from all disciplines of rallying are eligible to enter, and a junior driver / co-driver has just as much chance of being chosen for the award as an experienced competitor.

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

The prize fund will be allocated in stage payments to pay entry fees for a selection of rallies the winning applicant takes part in during the 2019 season, which the committee feel will help ease the financial burden placed on a young driver/ co driver during their rally season. And if successful in securing the bonus prize of £1,000 this will be a huge help in kick starting their 2020 rally season.

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

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

- Age under 25 on the 31 October 2018, Resident in the British Isles, including Northern Ireland, Isle of Man, Channel Islands
- Holders of a MSA competition Licences.
- Entries open on the 1st September 2018 and close at midnight on the 31 October 2018

Drivers who wish to enter should send the following details as a minimum to the Award scheme manager:

- A current motorsport CV outlining experience and results to date
- A covering letter explaining why the panel should select them as winner and their aims for their future in rallying
- A reference letter from any 3rd party

Entry presentations can be as inventive and detailed as an applicant wants to make them; the above criteria are a minimum and we always look forward to receiving some interesting presentations!
And of course applications from previous applicants are always welcomed, and it should be noted many of our winners had been previous applicants.

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

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

Previous JEA winners:

2004: George Collister, Isle of Man
2005: Stevie Brown, Scotland
2006: Ryan Borthwick, Scotland
2007: Alick Kerr, Scotland
2008: Philip Scholes, England
2009: Mark McCulloch, Scotland
2010: Sara Williams, Wales
2011: Osian Pryce, Wales
2012: Matt Griffin, England
2013: Chris Ingram, England
2014: Aaron McClure, England
2015: Matthew Jackson, England
2016: Sam Bilham, England
2017: Tommi Meadows, England
2018: ? it could be you

Fantastic night at golf club

*(what I have previously called
'The Dirty Fingernail Club')*

What a brilliant night at the golf club as you can see from the photos.

Alan Smith came in his Austin 7 bringing his mate Neil from Tewksbury with him, Neil and his wife had just picked up a new vintage car in Holland called a Stoneleigh Chummy, got off the ferry in the North East so decided to drive across to Cumbria and arrived at Alans workshop at Maryport at 4pm on route to Tewksbury, not exactly a direct route but very fitting that it was 2nd Wed so they could bring it for us all to see.

As if one new car wasn't enough how about a Bentley Royale, now who would own a car like that ?

Yes of course it was Robert Gate, it looks absolutely fabulous, it's a 1951 chassis with a 6.75 litre V8 under the bonnet and every thing is as stunning as it looks, if you weren't at the golf club then you missed a treat.

Ian Cowan was in his lovely E type, these are the coolest looking car of all time surely.

Talking of cool, Robin will no doubt be cool in the morning when he gets into his Morgan V8 and realises he has left his crocodile Dundee hat at the golf club, not to worry though I brought it home with me so it is currently residing at Branthwaite awaiting collection.

A couple of cars are for sale, more details shortly.

Continued on Page 56



I've decided to take up meditation.....

Well, it's better than just sitting around doing nothing!

Apparently I snore so loudly that it scares everyone in the car when I'm driving!

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1



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Dirty Fingernail Club **Continued from Page 55**

At the recent Dirty Fingernail Club meeting well known Historic saloon Car racer Ed Glaister was showing us photos of his pre crossflow engine which he had just removed from his 1959 Ford Anglia, this is the model that preceded the 105E sloped rear window type, the Anglia was the two door model and the Prefect was the 4 door variant. Corgi actually made a model of Eds car in a very nice presentation box describing the car and Ed himself, fame indeed but well deserved as Ed and the same car have been racing at events such as Goodwood Revival, Oulton Park Gold Cup, Croft and Silverstone Historic meetings for many years. In fact Ed was racing at these meeting in period long before they came to be historic ones he has shared his car with many famous racing drivers, one I seem to remember was Tony Lafranchi.

The reason for its removal was because it had recently blown up at a meeting probably Croft, the "blow up" describes exactly what the photos showed, a stick of dynamite couldn't have done more damage, the engine had been totally destroyed. None of us have ever seen anything like it parts of the engine came out through both sides of the block, only one conrod was still recognisable as a conrod, several pushrods were lying in the sump when it was removed but on top of all that destruction a cam follower had gone right through the starter motor and left what looked like a bullet hole in the casing. No wonder Ed has a piece of chequer plate between his legs and the clutch/ fly-wheel housing, far better to add a little weight than to lose ones legs, ankles or other parts that are non-obtainable these days for his model year of body !

Apart from being dismayed at the total loss of his engine he was even more upset that the starter motor was a brand new geared type unit so even more expense on the job. A very kind friend of his called George Cooper well known for racing several lovely ex Stirling Moss Coopers that he owns has lent him an engine for the remainder of the season but Ed is very anxious to get hold of another block and components. If you have a 711M Ford Crossflow block, crank and other suitable pre crossflow parts it would be a good idea to have a chat with Ed,

**he can be reached on 01228 576408 or 07776491393
or e mail edgsm2@gmail.com**

FOR SALE **MGF**

1995

**very early model,
chassis no 1450 App,**

New cam belt,

multi layer steel head gasket fitted, this is the answer to head gasket problems on K series engines, runs well, good appearance, distinctive number plate HIG2430, but before an MOT can be obtained there are underbody issues that need to be sorted. MOT due November.

This car must go as garage space is required for other projects

Contact Ed Glaister

on 01228 576408

or 07776491393

or e mail

edgsm2@gmail.com

£500

Motorsport North West

Legend Fires North West Stages **Saturday 23rd March 2019**

Motorsport North West can now confirm that they plan to run the Legend Fires North West Stages on Saturday 23rd March 2019, with a move to a new base in the Historic Lancashire market town of Garstang.

Following the change in the Road Traffic Act Legislation in 2017 the organisers took a year's sabbatical to concentrate on the vast amount of work needed to pursue the possibility of a number of Closed Road Special Stages for the 2019 event. They are now pleased to announce that a MSA permit has been issued which has allowed an application for a Motor Race Order to be submitted to the Local highways authority, Lancashire County Council.

Motorsport North West have worked closely with Wyre Council for a number of years having run Special Stages on the Council owned Fleetwood Waterfront in the past, so it made sense to seek their support for Closed Road Special Stages. It was at the Councils request that the base of the event has been moved into their Borough. Accordingly Central Service & scrutineering will be located at the Myerscough College, which is well known for their Motorsport Courses. Moving the base East still allows some of the traditional Area to be used, but opens up other possible options in the Lancashire Fells.

A tremendous amount of work has already been done and there are still numerous hurdles to overcome, but subject to securing the Motor Race Order, it is planned to use a combination of Closed Public Roads and Private venues for the Special Stages, giving approx 50 stage miles in total.

MSA Extra

THE MSA NEWSLETTER FOR BRITISH MOTOR SPORT



HUGH CHAMBERS APPOINTED MSA CHIEF EXECUTIVE

The MSA has announced the appointment of Hugh Chambers to the role of Chief Executive Officer. Chambers will assume the position of CEO from 1 November 2018, taking on the leadership of the UK's governing body for motorsport.

Chambers' appointment follows an extensive and independent process conducted by a leading professional search firm, in conjunction with a panel comprising Non-Executive Directors of the MSA.

As the next CEO of the MSA, Chambers will be responsible for the overall strategy, leadership and management of the organisation; which represents around 30,000 competitors, 10,000 volunteer marshals, 3200 officials, and 720 clubs.

Chambers brings to bear significant commercial, sports governing body and motorsport experience. His current role is as Chief Commercial Officer of World Sailing, where he has been instrumental in creating a new commercial and marketing proposition, credited with transforming perceptions of the sport to stakeholders and commercial partners. Prior to this, Chambers enjoyed senior commercial and leadership roles at Team Sky and the British Olympic Association through London 2012. He also spent ten years in motorsport management, including programmes in the WRC, Le Mans and Formula One, with BAR Honda.

David Richards, chairman of the MSA, commented: "We conducted a very thorough search for a new CEO capable of leading the Motor Sports Association into its next ambitious phase. The standard of candidates was very high, however Hugh stood out as having all the right qualifications given his commercial, sports governing body and motor-sport background."

Chambers added: "I am delighted to take up the role of CEO of the MSA. For me, this role combines a lifelong involvement in motorsport, with all of my broader experience, drawn from a career in sport and marketing. I am fortunate to have worked at the very pinnacle of motor racing, as well as participating across the breadth of the sport.

"There is an incredible opportunity to grow participation at grassroots level, bringing the excitement of motorsport to new audiences. I look forward to working alongside all the staff and stakeholders for the long-term benefit of the sport in the UK."

ENTRIES OPEN FOR CLUB & VOLUNTEER OF THE YEAR AWARDS

The very best of UK motorsport will be recognised in the 2018 JLT MSA Club and Volunteer of the Year awards, which are now open for entries.

The club award focuses on the wide range of grassroots motorsport activities that provide opportunities for members to compete, volunteer and socialise throughout the year. Clubs can nominate themselves and are encouraged to do so no matter how big or small their contribution to the sport.

The volunteer awards recognise excellence and commitment across several categories, from Steward and Clerk of the Course to Technical Official, Marshal and more. A winner will be declared in each category and the best overall entry will be crowned the Volunteer of the Year. Nominators should ideally be from MSA-recognised Regional Associations, Clubs or Groups, although this is not essential and all nominations will be considered.

Suze Endean, MSA Development Manager, said: "Clubs and volunteers are the bedrock of motorsport, so we really want to celebrate and showcase their achievements. We've listened to feedback from last year to further improve the awards process, so we look forward to seeing lots of entries start to roll in from all corners of the UK."

All category winners will receive a cash award and a trophy at the MSA Night of Champions ceremony at the Royal Automobile Club in January. Nomination forms and guidance documents can be found [here](#). Entries close on 12 November.



For more information, email awards@msauk.org.

MSA TO OPTIMISE COST OF SAFETY EQUIPMENT FOR COMPETITORS

The MSA has committed to an in-depth review of competitor safety equipment over the next two years. This will explore a raft of initiatives, including strategies to reduce the burden on competitors of the unnecessary replacement of seats and harnesses, while ensuring suitably high standards of safety are maintained in the sport.



A cornerstone of this new initiative will be to provide greater education for competitors in respect of their own safety and to place more responsibility on the competitor to maintain a level of safety equipment, above a defined MSA minimum standard.

As a first step, the MSA will recognise an extended life for certain FIA-homologated seats and harnesses in the UK. The MSA Board has approved the following Motor Sports Council recommendations with immediate effect:

In stage rallying, seats homologated to the FIA 8855-1999 standard are granted a two-year extension at the end of their initial five-year life

Across disciplines requiring a homologated harness, the MSA will recognise a ten-year life for harnesses homologated to the latest FIA 8853-2016 standard. This homologation is for six-point harnesses as a minimum, and is tested with higher loadings than the previous standard.

These regulation changes are detailed on the MSA website.

The MSA will be publishing new guidance on installing seats and harnesses, while giving scrutineers further training in this area. The governing body will also be reiterating scrutineers' powers to retain or invalidate homologated equipment if they have serious concerns regarding its condition or know it has been involved in a major accident.

Looking ahead, the MSA is investigating new ways of tracking homologated components as well as evaluating more cost-effective accident data recorders (ADRs) for wider use.

David Richards CBE, MSA Chairman, said: "As the governing body, one of our principal roles is to grow motorsport at grassroots level while promoting safety within the sport at a realistic cost for competitors. I firmly believe the time has come for a wholesale review of our approach to safety across the entire motorsport landscape and this review will be delivered by 2020. It's therefore appropriate to allow our competitors to continue using their recently purchased seats at least until then, when the outcome of this review will be published." (See Page 70)

CORNWALL GETS READY TO CLOSE THE ROAD

Cornwall will make motorsport history this weekend as the first part of mainland Britain to hold a closed-road hill climb under new laws passed last year following a long campaign by the MSA.

The Watergate Bay Speed Hillclimb takes place on the North Cornish coast near Newquay (15-16 September). Around 90 cars and drivers from across the UK will tackle the 720-metre course along the B3276 coast road between Padstow and Newquay.



There will be a wide range of cars competing in 12 classes, ranging from standard road-going examples to highly modified competition vehicles. Notable entries include Ginetta GT5 racer Charlie Martin.

Dave Brenton, Deputy Event Director, first had the idea for a closed-road hill climb five years ago. "A few years ago, this was just an idea and now this weekend, after many months of hard work, it becomes a reality," he said.

"Cornwall is a fantastic place for motorsport and has a very healthy scene which tends to hide itself away, so Watergate Bay is effectively bringing motorsport to the people. We have had lots of support from the MSA and our sponsors, all of which have helped to make this happen and it really is exciting to be making history in the sport."

All profits from this weekend's event will be donated to the Cornwall Air Ambulance and Cornwall Food Foundation, which includes Jamie Oliver's apprentice training scheme at the nearby Fifteen restaurant.

More information can be found at: www.watergatebayhillclimb.co.uk



BILL GWYNNE 1940-2018

The MSA offers its sincere condolences to the family and friends of Bill Gwynne, founder of the British Association of Rally Schools (BARS), who passed on the 5th September.

Bill first started competing in motocross in the 1950s, before taking up road and then stage rallying in the '70s. He twice won the Motoring News Road Rally Championship and was crowned the 1977 Welsh Rally Champion. He then founded the Bill Gwynne Rallyschool International in 1983. Bill also achieved success as a navigator, winning the co-drivers' title in the 1985 FIA Middle-East Rally Championship.

The MSA extends its sympathies to Bill's wife, Brenda, and to his children, Helene, Paul, Pete and Ian.

BMMC PAYS TRIBUTE TO DON HALL

Don Hall, a stalwart of the British Motorsport Marshals Club (BMMC) North West Region, sadly passed away recently, just a few days shy of his 92nd birthday. Don had mentored several up-and-coming young flag marshals. He always had stories to tell, not least the time he wrote a report on Ayrton Senna and Martin Brundle having a 'coming together' during an F3 Race at Oulton Park. Senna ended up on top of Brundle's car and Don's report to Race Control resulted in the Brazilian being fined and given points on his licence. The BMMC and the MSA offer their condolences to Don's family and friends.



BARRIE 'WHIZZO' WILLIAMS 1938-2018

Barrie 'Whizzo' Williams, one of UK motorsport's most well-known personalities, passed away on the 8th September following a short illness. He was 79.

Barrie was famous for competing successfully in an array of disciplines over the course of six decades in motorsport. His exploits behind the wheel could be seen in karting, touring cars, sportscars, single-seaters and, more recently, historics. It was well known that Barrie held MSA Competition Licence number 1, and he was also President of the British Motorsport Marshals Club (BMMC).

Barrie is survived by his partner, Cathy. The MSA offers its condolences to all those who knew Whizzo; he will be missed.

Technical

Updates, clarification and advice

FIRE EXTINGUISHER

HOMOLOGATION WITHDRAWAL

Competitors are advised that – for safety reasons – the FIA has withdrawn the homologation of the following extinguisher systems with immediate effect:

Manufacturer	Model	Homologation No.
FOGMAKER INTERNATIONAL	FOGMAKER	EX.001.97

Therefore, these extinguisher systems can no longer be used in any case where compliance with the relevant standard is mandatory. An up-to-date list of extinguisher systems homologated to the FIA standard for plumbed-in fire extinguisher systems in competition cars can be found on the FIA website

ROPS INSTALLATION

The images were sent by a scrutineer who was inspecting a car for a Vehicle Passport application. The scrutineer was concerned by the ROPS (Roll-Over Protection System) because the junctions between members were made using an odd-looking welded 'joint' style.

Competitors are advised that welded sleeve joints are not a permitted method of joining mandatory ROPS members. There is no way of telling how far the tubes pass into the sleeve; the individual tubes should all be one piece across their length. It is possible that the tubes are too short to complete the installation in this car (it may be that the ROPS is a kit designed for a smaller car) and these joints have been added to extend their length.



INADEQUATE TOWING EYE

There has been an increase in scrutineers reporting unsuitable or inadequate towing eyes on vehicles. The image shows an example of a circuit racing car; the actual towing strap appears to be suitable and of the correct internal diameter as per (Q)19.1.3., however the metal eye that the strap is attached to is totally inadequate. The scrutineer who encountered this example suggests that the material thickness of the metal eye is 2mm or less!

A correctly installed and substantial towing point – required by (Q)19.1.3. – is of paramount importance, as failures in towing eyes and difficulties in recovery can pose a hazard to the recovery officials, potentially damaging to vehicles, and significantly delay an event's timetable.



WHEEL FAILURE

A scrutineer submitted these images of a wheel failure at a recent circuit racing event. The competitor admitted to having previously noticed hairline cracks in the wheel, making it a good example of an apparently minor issue resulting in catastrophic failure. Please do not ignore hairline cracks – get them checked!



SHOE REPAIRS

The race boot pictured was presented at pre-event scrutineering. It has clearly had some significant DIY repairs using some sort of solvent-cement, in an apparent attempt to reattach the sole to the rest of the boot.

Judging by the state of the material around the front part of the boot, its flame-retardant properties are highly questionable. This was a circuit racing event, where flame-retardant footwear is mandatory (see (Q)10.1(c)), and therefore the scrutineer took an appropriate course of action by impounding the boots for the duration of the meeting.



GoMotorsport



BLACKPOOL AND FYLDE LAND ROVER CLUB

Despite being just 18 months old, Blackpool and Fylde Land Rover Club has gone from strength to strength, *writes North West RDO Steve Johnson.*

The club was formed in March 2017 by a group of local Land Rover enthusiasts with the aim of sharing knowledge and a love of motors. Many local Land Rover fans quickly signed up, with the first AGM in June this year being standing room only!

The club organises events across the north of England, from green laning in Cumbria and North Yorkshire, to local shows, steam rallies and social events.

In July 2018 the club became affiliated to the Association of Land Rover Clubs (ALRC), enabling it to organise trials. It is already planning future trials and looks forward to attending ALRC club events and rallies.

Also in July the club attended Tram Sunday at the Fleetwood Festival of Transport with 19 members' vehicles. The event was a great success with wall-to-wall crowds and a reported 78,000 people attending the free show.

Like all motor clubs, BFLRC has a dedicated team to arrange shows and events that members and families can attend. It is nice to see motor clubs actively making contacts within the local communities in which they can recruit future members.

New members are always welcomed, with meetings taking place on the first Wednesday of every month at Blackpool Cricket Club. Expect to see a car park ranging from Series Land Rovers through to the latest models. For more information, visit www.bflrc.org.uk.



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

2018 DATES

1st December

First on Scene

Blackburn Services

To Book Your Place On Training Sessions

You Can do it on Line

We wish all to register online if possible as it saves lots of admin time for our volunteers!

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

Or email Tracy Smith
tracey.ams@hotmail.com

Or phone Jon Aston
0333 0022 510



Championship Standings

In Brief : Updated 29/9/18

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

Road Rally : following *Clitheronian* (R12)

O/A	Driver	Club	Points
1	Mike Webber	116	477
2	Lorenzo Lee	Dovey	404
3	Jon Bossen	Matlock	382
4	Mark Lennox	Newtown	351
5	Dylan Williams	Harlech	314

O/A	Navigator	Club	Points
1	Rob Bryb Jones	Clwyd	764
2	Grace Pedley	Knowl Dale	469
3	Michael Gilbey	Aberystwyth	390
4	Ian Beamond	Newtown	351
5	Cadog Davies	Lampeter	276

Stage Rally : Following *Heroes Stages*

O/A	Driver	Club	Points
1	Andrew Morris	Welsh Border	866
2	Calvin Woods	Wigan	740
3	Gethin Jones	Harlech	682
4	John Stone	BSSMC	595
5	Dion Rowlands	Harlech	524

O/A	Co-Driver	Club	Points
1	Chloe Thomas	C&A	866
2	Tomos Williams	C&A	746
3	Conner Aspey	Wigan	740
4	Catrin Jones	Clwyd Vale	669
5	Stephen Landen	Warrington	662

Stage Rally (Forest) : R6 *Woodpecker*

O/A	Driver	Club	Points
1	David Roberts	Bala	154
2	David Auden	Knutsford	146
=3	Hugh Hunter	NWCC	40
=3	Steve Johnson	U17MC	40
5	Mark Lennox	ERO	34

O/A	Co-Driver	Club	Points
1	Emyr Hall	Bala	115
2	Christopher Row	Knutsford	109
3	Ian Jones	NWCC	103
4	Osian Owen	Rhyl	84
5	Dei Jones	Bala	82

Autotest : Following R13 19th Aug

O/A	Driver	Club	Points
=1	Dafydd Roberts	C&A	167
=1	Dave Evans	Whitchurch	167
3	Duncan Wild	Knutsford	139
4	Colin Moreton	Knutsford	137
5	Lee Matthews	C&A	105

PCA (Under 25s only) : Following R20

O/A	Driver	Club	Points
1	Matthew Nicholls	Bolton	96
2	James Robinson	U17MC NW	56
=3	Delo Hughes	C&A	40
=3	James Williams	U17MC	40
5	Scott MacMahon	U17MC	36

AutoSOLO : Following R12 19/8

O/A	Driver	Club	Points
1	Neil Jones	Bala	240
2	Andy Williams	U17MC	225
3	Howard Morris	Rhyl	222
4	James Williams	U17MC	216
5	Jamie Foster	Rally Group B	214

Sprint : R18 Three Sisters

O/A	Driver	Club	Points
1	Nigel Fox	Clitheroe	832.94
2	Nigel Trundle	G&PMC	818.65
3	Steve Wilson	Longton	806.12
4	Chris Boyd	Longton	804.63
5	John Wadsworth	NWCC	802.00

Hillclimb : Following R9 Scammonden

O/A	Driver	Club	Points
1	Michael Thomson	ERO	641.55
2	Nigel Fox	Clitheroe	629.86
3	Raymond Worrall	ERO	628.80
4	David Goodlad	Knutsford	591.62
5	John Pinder	Airedale	517.75

Trials : Following R7 'Owen'

O/A	Driver	Club	Points
1	Henry Kitching	Ilkley	144
=2	Rupert North	A&PMMC	117
=2	Kevin Roberts	Bala	117
4	Sion Griffith	Bala	108
=5	Ifan Roberts n& John Turner	Bala/NWCC	79

Championship Standings

In Brief : Updated 29/9/18

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

North Wales Stage Rally Challenge

O/A	Driver	Club	Points
1	Gethin Jones	Harlech	195
2	Andrew Morris	WBCC	167
3	Calvin Woods	Wigan	165
4	Eric Roberts	C&A	150
5	Dion Rowlands (Junior)	Harlech	143
O/A	Navigator	Club	Points
1	Tomos Williams (Junior)	C&A	194
2	Chloe Thomas (Junior)	C&A	164
3	Connor Aspey	Wigan	161
4	Merfyn Williams	C&A	145
5	Kai Daniel Alcock (Junior)	Harlech	141

North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Lorenzo Lee	Dovey	196
2	Andy Price	Telford	178
3	Mark Lennox	Newtown	175
4	Steve King	WBCC	169
5	Dylan Williams	Harlech	150
O/A	Co-Driver	Club	Points
1	Michael Gilbey	Aberystwyth	199
2	Rob Bryn Jones	Clwyd	176
3	Ian Beaumond	Newtown	175
4	Aron Jones	Bala	161
5	Michael Jones	WBCC	146

Historic Road Rally Challenge

O/A	Driver	Club	Points
1	Ian Crammond	3 Castles	40
2	Richard Harrison	Knutsford	34
3	Duncan Wild	Knutsford	18
4	Lee Matthews	C&A	0
O/A	Co-Driver	Club	Points
1	Peter Boyce	HRCR	38
2	Richard Crozier	HRCR	20
3	Henry Carr	Ilkley	18
=4	Elis Matthews	C&A	0
=4	Yvonne <atthews	C&A	0

Sprint & Hillclimb Championship

O/A	Driver	Club	Points
1	Michael Thomson	ERO	859.52
2	Nigel Fox	Clitheroe	848.72
3	Raymond Worrall	ERO	841.56
4	Nigel Trundle	G&PMC	827.61
5	Chris Boyd	Longton	807.88

Allrounders Championship

O/A	O/A Driver	Club	Points
1	Nigel Fox	Clitheroe	150
2	John Wadsworth	NWCC	146
=3	Dave Goodlad	Knutsford	144
=3	Stephen Johnson	U17MC	144
O/A	Junior (U25) Driver	Club	Points
1	James Williams	U17MC	127
2	Ellis Matthews	C&A	113
O/A	Driver - 1000cc	Club	Points
1	Stephen Johnson	U17MC	143
2	James Williams	U17MC	100

Inter-Club Championship

O/A	Club	Points
1	Knutsford & DMC	357
2	Caernarvonshire & Anglesey MC	348
3	Clitheroe & DMC	328
4	Bolton-le-Moors CC	305
5	U 17 MC	286
6	Bala & DMC	277
7	North Wales CC	243
8	Liverpool MC	223
9	Longton & DMC	213
10	Clwyd Vale	184

Marshals Championship

O/A	Marshal	Club	Points
1	Maurice Ellison	Clitheroe	145
2	Tim Millington	Warrington	101
3	Amanda Baron	Accrington	90
=5	Robert O'Brien	Warrington	65
=5	William O'Brien	Warrington	65
=7	Tracey Smith	Accrington	59
=7	Laura Jos	C&A	59
=9	Paul Cross	C&A	58
=9	Catrin Jos	C&A	58
10	Rob Jos	C&A	45

Championship Standings

In Brief : Updated 29/9/18

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

Glynne Edwards Memorial Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey MC	1168
2	Bala & DMC	994
3	North Wales CC	612
4	Harlech & DMC	542
5	Clwyd Vale MC	385
6	Rhyl & DMC	323
7	Broughton & Brecon MC	283
8	116 MC	256

Ladies Rally Championship

O/A	Driver	Club	Points
1	Jade Paveley	NWCC	233.60
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	Grace Pedley	Knowlale	404.59
3	Mari Haf Evans	C&A	357.09
4	Lauren Hewitt	Clwyd Vale	326.84
5	Catrin Jones	Clwyd Vale	269.36

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



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Five surgeons are discussing what type of person makes the best patient to operate on.

The first surgeon, from Belfast City Hospital, says, "I like to see accountants on my operating table because when you open them up, everything inside is numbered."

The second, from Antrim Area Hospital, responds, "Yeah, but you should try electricians! Everything inside them is co lour coded."

The third surgeon, from Royal Belfast Hospital , says, "No, I really think storeman are the best! Everything inside them is in alphabetical order."

The fourth surgeon, from Musgrave Park Hospital "You know, I like vehicle mechanics. Those guys always understand when you have a few parts left over.'

But the fifth surgeon, from Ulster Hospital, Dundonald , shut them all up when he observed: 'You're all wrong. Politicians are the easiest to operate on.

There's no guts, no heart, no balls, no brains, and no spine... Plus, the head and the arse are interchangeable.

How Do You Know When You're Middle-Aged?

Those ten tell-tale signs...

- 1 You don't understand what young peasants are talking about.
- 2 You struggle to read Chaucer in weak candlelight.
- 3 You hate rowdy taverns.
- 4 You constantly worry that you might have the Black Death.
- 5 You don't know or care who Blondel is sleeping with.
- 6 You tell your wife that Crusaders seem to look younger every year.
- 7 You struggle with new technology such as the heavy plough and the longbow.
- 8 You find Gothic architecture too modern.
- 9 You keep forgetting who the King is.
- 10 You dream of buying a second hovel in France (That's enough Middle Ages, Ed.)

FOR SALE

Genuine MK2 FORD ESCORT RS2000

Reluctant sale but time to pass this class winning historic spec rally car on to someone else to have some fun in it.

I have owned and driven this car for 12 years in which time I have competed in the NESCR0 historic rally series with several class wins and many miles of smiles and fun.

Over the years it has served me well, in 2014 I restored the car with new front wings, front panel and had a full inside and outside re spray, after which it was put in dry storage and has only been brought back out recently.

- It runs a GEM 2.1 pinto dynode at 155 BHP and 155 Lbs feet torque, big valve head and rally cam, breathing through a single 45 weber on a Mangletsi inlet manifold. Single box 2.5-inch exhaust on banana manifold.
- Quaife straight cut, close ratio type 9-5 speed gearbox with strengthened top cover and breather, single piece prop shaft and English rear axle with 4.4 plate LSD, single leaf de cambered rear springs. Rear drum brakes competition linings, disc conversion kit included with the spares.
- Front struts are Bilstein's with lowered competition springs and cross drilled grooved discs and competition pads.
- Full bolt in cage, Cobra rally seats 6-point harnesses and fire eater extinguisher system. Brantz rally comp and timer.
- 12-gallon alloy tank in boot with battery box and fuel pumps.
- Fully skidded chassis with double floor from sills to chassis rails.
- Too much to list but all the necessary bits to make competitive and fun.
- Full rally spares package available with the car.

£ 18000:00 OVNO.

Phone Ian on mobile 07801383783



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ANWCC Championship Winning Car Ready to go

- Billstein s front and rear
- stainless exhaust
- helical diff
- hyd hand brake
- on Northallerton rolling road pok got 159 bhp at engine

Open to offers over
£4,500

William Jarman
07850-392854
For more details



Peugeot 205gti

- The car is log booked ready to rally
 - standard engine
 - 4branch exhaust
 - billsteins adjustable fronts
 - billies on rear
 - hyd handbrake
 - helical diff
 - tank guard
 - never been in the forest just on Tarmac
- (we have original seats etc to take it back to standard road spec if needed)

£4,000 ovno

William Jarman
07850-392854
For more details

Wakefield and District Motor Sports Club.

CAR TRIAL

Sunday 21st October

Wakefield and District Motor Sports Club will organise a Clubman's Permit Car Trial at Dry Hill Farm, Denby Dale, map reference 110/239086, post code HD8 8YN (approximately), the venue will be arrowed from the turning off the main road in Denby Dale

This event will count towards the 2018 ANCC Car Trial Challenge Series.

Regs available From

Entries Secretary. Jean Slater, 85 Howard Crescent, Durkar, Wakefield. WF4 3AN Tel. 01924 256863.

Email. derekslater2004@yahoo.co.uk

Curborough Sprint Weekend

October 13th and 14th

You should be aware either directly or through your Regional Association, that the Hillclimb and Sprint Association (H.S.A.) has invited your club members to our National 'B' status sprint week-end at Curborough on October 13th and 14th. On the Saturday the "Figure of Eight" course will be used, and on the Sunday, the traditional one-lap course will operate.

Entry fees are a modest £115 for the Saturday, £95 for the Sunday or just £185 for both days.

Supplementary Regulations and Entry Form is available on the www.hillclimbandsprint.co.uk website.

Kind regards, and good motorsport,

Jonathan Toulmin.

Secretary of the Meeting.

jonathan@toulmin.info

01789 731332



COMMUNITY CHAMPION HANDOVER

It gave us great pleasure for the majority of the outgoing 2017/18 organising committee to handover a cheque (despite the rain!) for £2500 to the inaugural Community Champion: Mandy Sellars, founder of the GoPI3Ks Charity.

Mandy has amazed the whole team this year with her fantastic approach to life, despite having to live with something few of us will ever come across.

This donation has helped towards funding the first ever weekend get together for people who have this rare genetic mutation, and for many it will be the first time they have met someone with ...

Today a man knocked on my door and asked for a small donation towards the local swimming pool. I gave him a glass of water.

I spent hours trying to get the wrinkles out of my socks, until my wife pointed out I wasn't wearing any!

When I bought a new Japanese car, I turned on the radio but I couldn't understand a word they were saying.

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

Life is like a toilet roll.....

The closer you get to the end, the quicker it goes!

Wind of Change at msa ?

" The Motor Sports Association (MSA) has committed to an in-depth review of competitor safety equipment over the next two years. This will explore a raft of initiatives, including strategies to reduce the burden on competitors of the unnecessary replacement of seats and harnesses, while ensuring suitably high standards of safety are maintained in the sport.

A cornerstone of this new initiative will be to provide greater education for competitors in respect of their own safety and to place more responsibility on the competitor to maintain a level of safety equipment, above a defined MSA minimum standard.

As a first step, the MSA will recognise an extended life for certain FIA-homologated seats and harnesses in the UK. The MSA Board has approved the following Motor Sports Council recommendations with immediate effect:

- (1) In stage rallying, seats homologated to the FIA 8855-1999 standard are granted a two-year extension at the end of their initial five-year life
- (2) Across disciplines requiring a homologated harness, the MSA will recognise a ten-year life for harnesses homologated to the latest FIA 8853-2016 standard. This homologation is for six-point harnesses as a minimum, and is tested with higher loadings than the previous standard.

These regulation changes are detailed in a document on the MSA website:

<https://www.msauk.org/The-Sport/Regulations/Approved-Changes>

The MSA will be publishing new guidance on installing seats and harnesses, while giving scrutineers further training in this area. The governing body will also be reiterating scrutineers' powers to retain or invalidate homologated equipment if they have serious concerns regarding its condition or know it has been involved in a major accident.

Looking ahead, the MSA is investigating new ways of tracking homologated components as well as evaluating more cost-effective accident data recorders (ADRs) for wider use.

David Richards CBE, MSA Chairman, said: "As the governing body, one of our principal roles is to grow motorsport at grassroots level while promoting safety within the sport at a realistic cost for competitors. I firmly believe the time has come for a wholesale review of our approach to safety across the entire motorsport landscape and this review will be delivered by 2020. It's therefore appropriate to allow our competitors to continue using their recently purchased seats at least until then, when the outcome of this review will be published."

The Winner Garage SKODA Wyedean Stages

Saturday 10th November 2018

The Winner Garage SKODA Wyedean Stages Rally will take place on Saturday 10th November 2018, and The Forest of Dean Motor Club is seeking assistance to put together a Radio and Stage Marshal Team. The proposed format of three stages, each run twice, will require coverage equal to, if not over and above, that of last year.

The 2018 Wyedean will be a qualifying round of:

- WAMC National Championship, WAMC Historic Championship, WAMC Junior Challenge, Restruct Ltd & Jelf Welsh Mixed Surface Rally Championship,
- MSA English Rally Championship, HRCR Stage Masters, FMP Rally Challenge
- ASWMC Stage Rally Championship, and ANWCC Forest Stage Championship.

Forest of Dean Motor Club have recently announced the launch of The David Stokes Historic Challenge, which will pay tribute to one of stage rallyings' most respected competitors.=

I am sure that the 43rd Wyedean will attract a quality and entertaining entry, and with the experience and skills that MSA registered volunteer marshals possess we will ensure the safe running of the rally.

Please contact me and confirm any Marshals travelling with you, your call sign (If applicable), MSA Reg No, Mobile No, Red Flag Y/N, 4 x 4 Y/N.

MSA Registration is not essential, but it is recommended that the qualification is acquired.

email: anhenderson@btinternet.com
Mobile: 07777 658369



The Knowldale Autumn Tour

Saturday 6th October

A 65 Mile Non-competitive Run
(45 mile option for older vehicles)
Start & Finish at Turnpike Inn (M62 Exit 22)

Catering for

Classic & Collectors Cars
One Make/Model Owners Clubs
£15 entry per car includes a fully descriptive route book,
Monte-Carlo style rally plate,
Bacon butties and tea/coffee at the start venue

Details and entries at:
www.knowldale.co.uk



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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	MAR 23rd	MAY 4th	JUN 15th	AUG 20th	SEP 22nd
SUNDAY	THURSDAY	THURSDAY	FRIDAY	MONDAY *	SATURDAY *

* TBC

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The VCRR

'Bagger 19

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.

LIVERPOOL MC

Our events at Aintree include two highly popular track days each year where drivers can experience driving in a safe and controlled environment, where there are no speed limits and no speed cameras.

Many of our sprint competitors use our track days to refine their driving skills. Drivers of open wheel single seat racing cars are especially welcome, without the need for a competition licence

6th Oct

Track Day 2

BEATSON'S
MULLRALLY
BUILDING SUPPLIES

13th & 14th October

As you all know, we are again unable to run a Closed Road Event this year, so we will be putting on a Targa Rally and Time Trial. The events will be a combined effort by the Guardians, Mull Car Club and Saltire Rally Club.

The Targa will be on Saturday the 13th October and the Time Trial will be on Sunday the 14th. We will also be having a dance on the Saturday Night.

We are delighted that Beatsons Building Supplies will yet again be Supporting the weekend activities.

The Regs and Entries available at
<https://mullrally.org/>

Clitheroe & District Motor Club



HALL TROPHY STAGES RALLY 24th November

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

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

angleseycircuit
tracmon

2300 Club Andy Mort Tour 20th October 2018

Following on from last year's successful Andy Mort Tour in October 2017 the 2300 Club are organising a similar event this year in memory of former club member Andy Mort.

The event will be called the Andy Mort Tour and will take place on the 20th October 2018 and is a gentle run around Lancashire / Yorkshire. It is not a timed or competitive event and is classed by the MSA as a 'Touring Assembly' – for the layman that is code 'for a leisurely scenic run in the country on proper Tarmac roads.' ... so no need for roll cages, sump guards, etc! There will be prizes for the correct route as well as best turned out car etc etc. The navigation is via Tulips from a supplied Road Book or for the first time the option of using map references. Also not to be missed, after the Tour there will be a rally forum hosted by Ian Grindrod, guests to be announced shortly. The forum is free and a guaranteed place for competitors taking place in the Tour. Limited tickets are available, priced at £10 to include a supper, for those who are not able to take part in the Tour but wish to attend the forum.

Regs :

<https://www.2300club.org/wp-content/uploads/2018/08/regulations-the-andy-mort-tour-2018.pdf>

Lancashire Automobile Club

Sunday 18th November Motorsport Luncheon

Stirk House.

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

Details from Carolyn Taylor
01254 385413

2018 MOTORSPORT HUNT CIRCUIT RALLY CHAMPIONSHIP IN ASSOCIATION WITH HUNT
NEIL HOWARD STAGES IN ASSOCIATION WITH GRAHAM COFFEY SOLICITORS

STAGE RALLY AND FIREWORKS!

OULTON PARK SAT 3 NOV 2018

Chance to co-drive on Hall Trophy Stages Rally Saturday 25th November



We would like to offer the chance to co-drive in the Tesco Mobile Rally Car and actually compete in the Hall Trophy Stages Rally on Saturday 25th November while also supporting our Tesco Charity Partners.

All costs will be covered by us including the purchase of your co-driver licence, safety equipment & tuition if necessary. Win a chance to Co-Drive in the Tesco Mobile Rally Car.

Simply visit our Just Giving page and donate £5 to enter.

<https://www.justgiving.com/fundraising/jon-hudson4>

On the first day, God created the dog and said, "Sit all day by the door of your house and bark at anyone who comes in or walks past. For this, I will give you a life span of twenty years." The dog said, "That's a long time to be barking. How about only ten years and I'll give you back the other ten?" And God saw it was good.

On the second day, God created the monkey and said, "Entertain people, do tricks, and make them laugh. For this, I'll give you a twenty-year life span." The monkey said, "Monkey tricks for twenty years? That's a pretty long time to perform. How about I give you back ten like the dog did?" And God, again saw it was good.

On the third day, God created the cow and said, "You must go into the field with the farmer all day long and suffer under the sun, have calves and give milk to support the farmer's family. For this, I will give you a life span of sixty years." The cow said, "That's kind of a tough life you want me to live for sixty years. How about twenty and I'll give back the other forty?" And God agreed it was good.

On the fourth day, God created humans and said, "Eat, sleep, play, marry and enjoy your life. For this, I'll give you twenty years." But the human said, "Only twenty years? Could you possibly give me my twenty, the forty the cow gave back, the ten the monkey gave back, and the ten the dog gave back; that makes eighty, okay?" "Okay," said God, "You asked for it."

So that is why for our first twenty years, we eat, sleep, play and enjoy ourselves. For the next forty years, we slave in the sun to support our family. For the next ten years, we do monkey tricks to entertain the grandchildren. And for the last ten years, we sit on the front porch and bark at everyone. Life has now been explained to you. There is no need to thank me for this valuable information. I'm doing it as a public service.

If you are looking for me I will be on the front porch.

GAZZARD ACCOUNTS

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POKER STARS Rally

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



THE ADGESPEED STAGES

Where:

Three Sisters Race Circuit, Wigan.

When:

Sunday 7th. October 2018.

How much:

£165:00.

Mileage:

28 Miles.

Number of Stages:

12.

Surface: All sealed tarmacadum.

Championships:

- 1 The ANWCC Stage Rally Championship 2018.
- 2 The ANWCC All-rounders Championship 2018.
- 3 The ANWCC Ladies Rally Championship 2018.
- 4 The ANCC Stage Rally Championship 2018.
- 5 The AWMMC Stage Rally Championship 2018.
- 6 The 6R4.com Three Sisters Stage Rally Challenge 2018.
- 7 The SD34MSG Inter Club League 2018 supported by Gazzard Accounts.
- 8 The SD34MSG Stage Rally Championship 2018 supported by Gazzard Accounts.

Send your entries to The Entries Secretary,
Helen Fox, 41, Elgin Avenue, Ashton In Makerfield,
Wigan, Lancs.

Telephone 01942 715653

between the hours of 19:00 – 21:00.

Marshal's & Timekeepers wanted please Contact The Chief Marshal see the Regs. for details.

**Regulations & Online Entry Form
can be downloaded at:-**

www.wiganmotorclub.org.uk

**Closing date for entries
1st. October 2018.**



Statement from the Rally Isle of Man

It is with great regret that the Organisers of the 2018 Rally Isle of Man (13th-15th September) have been left with no option but to cancel this year's event.

Despite enormous efforts by the vastly experienced Organising Team, who had created an exciting and challenging 18 stage, 140 stage mile route over some of the Island's classic asphalt rally special stages, there have been insurmountable delays in securing the necessary Road Closure Order from the Isle of Man's Department of Infrastructure.

The 2018 Rally Isle of Man was to be a qualifying round of nine major championships, including the Prestone MSA British Rally Championship, FIA Celtic Rally Trophy and FUCHS Lubricants British Historic Rally Championship and was going to attract a large number of extra visitors to the Island this month.

The Rally Isle of Man event Organisers would like to thank the huge number of Volunteers, local businesses and individuals who have supported this year's event and who were looking forward to welcoming these visitors to the Island, and can only apologise for any inconvenience this unavoidable decision will cause. Rally Isle of Man would also like to extend its heartfelt regret to the Teams and Competitors who were looking forward to contesting the event and reassure them that a full entry fee refund will be made available.

The Rally Isle of Man has a long and proud history and is determined to bounce back from this setback and announce that the date for the next Rally Isle of Man has been confirmed as 12th -14th September, 2019.

Suggest that you also watch this

<https://www.youtube.com/watch?v=rtuHvTSdUO4&feature=share>

*Interview with Jeff Robinson, Director of Highway Services Isle of Man
And also This*

<https://www.youtube.com/watch?v=fh9kFYo-rsw&feature=youtu.be>

John Gill, Chairman Rally Isle of Man

Rally Isle of Man Rally shambles: Marshals and officials will be fully compensated

The government has announced that Rally Isle of Man marshals and officials will be fully compensated.

Rally Isle of Man was cancelled at the 11th hour after the Department of Infrastructure criticised its organisers.

Organisers blamed 'insurmountable delays' in securing road closure orders from the DOI.

Now the Department for Enterprise has issued a press statement to say that it has been working with Isle of Man Event Services to 'understand and mitigate the financial impact of Rally Isle of Man's cancellation'.

It says that all visiting volunteer marshals and officials who have booked and paid for their travel and accommodation will be refunded in full.

The DfE statement reads: 'Many stakeholders involved, including Isle of Man Steam Packet and a number of hotels, have helped to support this to ensure full refunds are available recognising the unique contribution marshals and officials make to this and other events and to ensure that although deeply disappointed by the cancellation, they are not also out of pocket.'

'Work continues with accommodation providers, Isle of Man Event Services, and the Steam Packet in regards to the impact of the late cancellation by Rally Isle of Man of this year's event and Rally Isle of Man have also already confirmed that all of the Rally teams will get their entry fees refunded in full.'

'In parallel work will continue to promote the island with some special offers for September and October through hotels affected and through Isle of Man Event Services and this promotion will increase throughout the coming days and weeks, recognising that there is plenty for the visitor to enjoy next weekend, with the full range of attractions and heritage sites open and the Isle of Man Food and Drink Festival taking place at the Villa Marina, and more generally throughout September and October.'

This is so you know all about your mishap.

- **Understeer :**
when you hit the wall with the front of the car.
- **Oversteer :**
when you hit the wall with the back of the car.
- **Horsepower :**
how fast you hit the wall.
- **Torque :**
how far you take the wall with you.

The Old Ones are still the Best !!!!

Exciting new 2019 Prestone MSA British Rally Championship calendar announced

As the fast-paced 2018 series gears up for an exciting climax, the Prestone MSA British Rally Championship (BRC) has today (12 September) confirmed its 2019 calendar.

In 2019, Britain's top-tier rallying series will feature six rounds in six territories, with events across the UK in Wales, England, Northern Ireland and Scotland. The series, which is celebrating its 60th anniversary this year, will once again visit Belgium for the classic Ypres Rally and new for 2019 will see the BRC visit the Republic of Ireland with the West Cork Rally playing host to a BRC round for the very first time.

The new-look calendar will once again offer crews a challenging, action-packed campaign with an equal split of asphalt and gravel rallies. Comprehensively promoted events encompassing some of the best stages in the UK and its neighbouring locales, will offer six unique challenges, varying in length, surface and format.

The Cambrian Rally is an exciting addition to the series, with iconic Dayinsure Wales Rally GB stages, as used in the World Championship, the scene for the first battle of the season. With unprecedented support from Conwy County Council, this British rallying favourite will form the curtain raiser in February next year.

The Welsh season opener will be backed up by fast and furious action on the iconic Cork roads. The Quality Hotel West Cork Rally will feature classic Irish stages for the best in the British Championship to go head-to-head with the Irish Tarmac Championship for an early season clash. This new geographical territory for the BRC will be a demanding test with 150 miles providing the second-round gauntlet.

A return to England will be in store for the drivers and co-drivers in April with a day-long sprint through the Kielder forest. A compact route, with 85 miles packed into a five-hour period, was universally praised in 2018 and will create a heart-pumping mid-season challenge.

After a short break, action resumes on the legendary Renties Ypres Rally in June as the BRC goes toe-to-toe with some of the best drivers in Europe at another rallying heartland. Coupled with the Belgian razzmatazz, it's sure to provide an exciting second overseas excursion for the intrepid BRC crews.

The bumpy, challenging Irish roads make a return with the classic Ulster Rally playing host to the final Tarmac event of the year and the second encounter with the Irish series. Phenomenal stages including Tor Head, coupled with the unpredictable weather conditions, could play a decisive part in the fight for one of rallying's most coveted crowns next season.

The series will then run to the hills with the forests of southern Scotland playing out the championship finale. The Galloway Hills Rally will utilise one of the largest forest estates in the UK and the forest tracks are a real favourite. Its location provides a short journey for the Irish competitors.

The range of events, surfaces and high rallying mileage further underlines the BRC's standing as the world's premier domestic rally championship.

2019 Prestone MSA British Rally Championship calendar*

16 February – Visit Conwy Cambrian Rally, Llandudno, Wales

16/17 March – Quality Hotel West Cork Rally, Clonakilty, Republic of Ireland

27 April – Pirelli International Rally, Carlisle, England

28/29 June – Renties Ypres Rally, Ypres, Belgium

17 August – Ulster Rally, Antrim, Northern Ireland

14 September – The Armstrong Galloway Hills Rally, Castle Douglas, Scotland

Reserve Round – Dayinsure Wales Rally GB – Date TBC

***Calendar subject to approval by the MSA**

BRC Championship Manager Iain Campbell

"The announcement of the calendar shows our commitment in listening to what our competitors want – furious competition from the start but not overly demanding in the amount of time away from work or home life. It also brings us into head-to-head competition with the Irish Tarmac Championship on two occasions and also with the Belgium Rally Championship in June. This lifts the pace of everyone, as we all want the bragging rights as winners on these rallies.

"We believe we have a series that matches peoples aspirations, budget and competitive desires to be the best and to be a British Rally Champion."

Further initiatives regarding next season will be announced in due course, but in the meantime the 2018 championship continues in October with Dayinsure Wales Rally GB (4-7 October) as the crews tackle four days through the iconic Welsh forests.

Keep tabs on all the latest BRC developments by visiting www.msabrc.com or following us on social media: MSA British Rally Championship on Facebook, [@MSA_BRC](#) on Twitter and [@MSABRC](#) on Instagram using #BRC

**Clitheroe
& District
Motor Club**



MARSHALS Needed for MEM

**MELLORS ELLIOT MOTORSPORT
MALTON FOREST RALLY
SUNDAY 4th NOVEMBER**

Calling all prospective Marshals . .

We desperately require more marshals to attend and help CDMC run a successful **Cropton Stage on the 4th November.**

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

tonykart54@gmail.com



MEM

MALTON FOREST RALLY

SUNDAY 4th NOVEMBER 2018

Malton Motor Club are pleased to announce the continued support of Mellors Elliot Motor Sport for their annual forest special stage rally to be held in the Yorkshire forests on Sunday, 4th November 2018.

This is the 21st consecutive year that Chris Mellors has supported the event which must be one of the longest continuous sponsorship deals in motor sport. MEM prepare Proton rally cars from their base at Bakewell, Derbyshire.

The event will start from Thornton le Dale municipal car park on the Sunday morning and head for three special stages in Cropton, Gale Rigg and Langdale forests.

A service area will be held at Adderstone Field on Dalby Forest Drive before repeating the stages in the afternoon.

The event will finish at Adderstone Field in mid afternoon.

Regulations and entry forms can be downloaded from the club's website

www.maltonforestrally.co.uk

Spectators will be catered for at both Cropton and Gale Rigg forests and detailed instructions will be released shortly before the event.

The event will be marshalled by several hundred volunteers from local and regional motor clubs.

Organised in conjunction with Clitheroe & District Motor Club the event is a counting round of several regional championships. It is anticipated that about 70 cars will participate ranging from World Rally Cars to humble two wheel drive class contenders.

Two wheel drive cars will start first on the road followed by the 4WD brigade.

It is anticipated that about 20% of the entry will be in the historic classes.

**Chief Marshal
Geoff Dean**

**maltonmarshal@gmail.com
07525 193 778**



Exciting New Link-Up with Motorsport News Announced MSN RALLY CHAMPIONSHIP

The MSN Circuit Rally Championship (MNCRC) in association with MSVR Racing, featuring the Michelin Cup and the Protyre Challenge is delighted to announce further details regarding its enhanced media package, including the return of Steve McKenna as the Championship's Official Photographer and enhanced coverage from Championship partner Motorsport News.

Following on from the announcement last month of an upgraded TV package, the Championship is pleased to announce enhanced coverage from Championship partner Motorsport News. As part of this enhanced link-up, a dedicated reporter from Britain's premier Motorsport Newspaper will help provide enhanced and unrivalled coverage on the Championship, ensuring prominent exposure is given to sponsors and competitors alike.

Dan Mason, part of the Autosport Junior Programme, joins as part of the partnership. Dan is a young and up-and-coming journalist who has experience of being published in Motorsport News and Autosport over the past couple of years. As part of the partnership, a preview and a review of every event will appear in that week's Motorsport News and on the website.

He will be in attendance at every round, getting to know each and every competitor and their stories, while further articles and reports will be put out on the Championship website and social media, ensuring coverage is consistent. Joining him for the fourth successive season will be Steve McKenna of SMJ Photography. Steve will once again be in attendance at every event, bringing you the very best photos from each event, which will adorn our social media and websites.

In a new element for the 2018-19 season, Steve is offering photography packages to crews. Starting at £35 for a minimum of 7 digital images, going to £200 for full coverage on all eight rounds, you'll be able to grab one of his excellent photos for a bargain price. Full details on all the packages are available on our website and on the SMJ Photography Facebook page.

Darren Spann, Championship co-ordinator, enthused; "Steve's unrivalled photographs coupled with the up and coming Autosport Junior Dan Mason means, the media coverage of this year's championship is going to be fantastic. This announcement coupled with our fantastic new TV coverage which now has a dedicated day and time slot will make this year's Championship superb"

The news comes at an exciting time for the MSNRC, following on from a brand new TV deal being announced, which will give greater benefits for spectators and competitors alike, including a return to the 60-minute format giving prominent exposure to sponsors and competitors. The TV programme will for the first time air in a dedicated spot on Motorsport TV, coming on the Friday following the end of action on the stages.

The Championship kicks off in November with the Neil Howard Stages at Oulton Park, before heading to Cadwell Park and Knockhill Circuit before Christmas 2018. Resuming in January 2019, the Championship heads to Brands Hatch, Snetterton, Donington Park and Anglesey before returning to Cadwell Park for it's finale in April 2019. Full dates are available on our website.

2018-19 MSN Circuit Rally Championship in association with MSVR, featuring the Michelin Cup and the Protyre Challenge Calendar

- Rd1 - 3 November 2018 - Neil Howard Stages in association with Graham Coffey & Co. Solicitors, Oulton Park.
- Rd 2 - 18 November 2018 - North Humberside Motor Club Cadwell Park Stages. Cadwell Park.
- Rd 3 - 8-9 December 2018 - Knockhill Stages. Knockhill.
- Rd 4 - 19 January 2019 - Brands Hatch Stages. Brands Hatch.
- Rd 5 - 16 February 2019 - Snetterton Stages. Snetterton.
- Rd 6 - 3 March 2019 - Donington Rally. Donington Park.
- Rd 7 - 17 March 2019 - Lee Holland Rally. Anglesey.
- Rd 8 - 7 April 2019 - Cadwell Stages. Cadwell Park.



*All events subject to MSA approval.

Further details on season four and the current season are available from the championship web site
www.msnrallychamp.co.uk

For further details about MSVR, please visit www.msvracing.com or www.msnrallychamp.co.uk

Acknowledgements

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

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

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

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

Terry Martin,	Steve Entwistle,
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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

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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

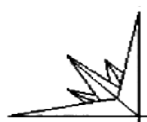
**Wednesday
21st November 2018**

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

ANCC



Monday 7th January
Cleckheaton Sports Club, BB19 3UD
Just off Chain Bar Roundabout ,
Junc 26 of the M62
www.ancc.co.uk



ANWCC
Association of North Western Car Clubs

Monday November 12th
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 November edition is
Thursday the 29th of October
which is due out on
Thursday the 1st November**
**PLEASE Email Reports etc. ASAP
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**