

December 2018 spotlight



Rhodri Evans / Tony Vart

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www.sd34msg.org.uk

Volume 9 : Issue 12 : December 2018 : Maurice Ellison

Chairman's Chat

I was at the Neil Howard Stages early in the month and again it was an excellent event with a very good entry, some varied stages and spectacular fireworks at the end. Sadly though just after lunch one of the most enthusiastic marshals we are lucky to have, Yvonne Robinson, suffered a suspected minor stroke and had to be taken to hospital. She is now on the way to recovery and I am sure everyone involved in our sport wishes her the very best and hope to see her ever smiling face on an event soon.

The next event for me was a Radio Controllers Workshop near Bolton. The content concerned the impact of the Stage Rally Safety Requirements on controlling stage rallies but also to renewal our controllers licence. It was good to see many of the controllers we are always hearing but seldom have chance to meet.

I am pleased to report that from 1st January Knutsford and District Motor Club will have re-joined SD34 Motor Sport Group, welcome back to them.

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

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MEETINGS

SD34MSG



Wednesday, 21st November

- A representation from Knutsford & District MC gave a short presentation on why they would like to re-join the group, what they could bring to the group and what to be gained from being in the group. It was agreed that they will rejoin on 1st January.
- Expenditure had been an extra trophy, a championship fee and the 2019 ANWCC membership fee.
- There were no date changes to the 2018 championship calendar.
- A draft calendar for 2019 had been compiled and some more dates added. It will be issued for clubs to check and consider the content as there are now many more events than in earlier years thus causing more work for the championship compilers.
- There were no PR issues reported however the RLO commented that a non-SD34 club had pr'd a 12 car event but then it didn't tell anyone it wasn't running.
- The latest positions in the SD34 MSG Championships were read out and the details are covered within the rest of '**spotlight**'.
- Thankfully Tracey Smith has agreed to take over as the Stage Rally Compiler and Dave Barratt as the Registration Officer. Dave is to considered on-line registration. Many thanks to Ian Bruce and Margaret Duckworth for their efforts in their roles.
- Various proposals for changes to the championship were discussed and agreed;
- The championship registration fee will remain at just £5 for all championships and as a result clubs were instructed to encourage more members to register.
- A proposal to minimise the number of awards for 1st and 2nd Class was deferred.
- The maximum score in the Index of Performance for the relevant discipline will be 12.
- The lengths of vehicles in the Non-Race/Rally categories will be amended to reflect those of the ANWCC Championships.
- The closing date for marshal point claims remains as the 31st December.
- It was agreed that Nat B status Targa Rallies will be included in the Road Rally Championship as more traditional road rallies are not running, often replaced by a targa rally.
- From the latest Rallies Committee there has been a decision on the road rally tyres allowable from 1st January. List 1A and 1B with some exceptions are not allowed. Cat 3 tyres are allowed to cover National GT Cars. Also following a serious incident whenever refuelling is taking place all persons are to be outside the vehicle, the penalty for ignoring the rule will be exclusion.
- The next meeting of ANCC will be on Monday 7th January.
- The next meeting of ANWCC, the AGM, will be on Tuesday 12th February. This and subsequent meetings will be on Tuesdays rather than Monday.
- Clubs running closed road events may wish to make use of temporary sections of Clearways to restrict parking close to the event.
- The BMRC are holding marshal training sessions at Oulton Park and cover all marshals not just race marshals.
- The next meeting, which will be the AGM and bi-monthly meeting, will be held on 16th January at The Poachers, Bamber Bridge at 8pm.

MEETINGS



Monday, 12th November

- At the start of the meeting, Bob Milloy welcomed all attendees to the meeting and announce that this was his **100th** meeting (1994) as Chairman – the room congratulated Bob on this achievement.
- It was noted that Simon Blunt is no longer working for MSA and we haven't heard from Simon with responses to Karen's questions, will try and find out.
- Commercial companies running commercial sprints. Tim S at Motorsport UK was tasked with writing an article about the benefits, however this has been 'turned on it's head' to help / encompass.
- Closed road events in Scotland – hoping public consultation soon.
- Note for events planning to run closed road events – to consider Clearway Orders to remove parked cars.
- ANWCC to run Autotest Inter Association in 2019, it's been decided that it will be Tim Sergeant on 7 July.
- It has been asked why Juniors can't compete on their stage rally licence – this is held by Motorsport UK, although there is a discount of 50% off a second licence.
- New Vice Chair from 2019 – Peter Weall.
- BARC Midlands has joined ANWCC as a member club.
- Eric Cowcill reported via email that he attended the last LARA meeting in September. Section 33 charges for footpath closures seem to have become a problem in Derbyshire. Also a few issues have occurred in the Tilberthwaite area of the Lake District though this is not in our patch but may affect some of our Clubs. VNUK is still around and recent communications from MIA urge as many as possible to make contact with their MEP.
- In the Championships there have been 140 events (10 to go) and 179 competitors (233 in 2018)
- 2019 to register events are on the website, only 20 clubs returned so far. Calendar is currently listing 246 events for 2019. Club officials also online and 29 completed that. **Some clubs are saying no change, but how do we know we're holding the correct data – please can all clubs return fully completed online forms.**
- 2018 Awards night – Saturday 26th January 2019 at Hallmark Hotel Manchester, different room this time – tickets limited to 120.
- Proposed changes for 2019:
- Document had been emailed to all clubs prior to the meeting.
- To encourage more competitors, it is proposed to reduce championship fee from £18 to £12 and £5 for under 25 and free for under 17. For Historic, from 2019 you have to have an eligibility scrutineer, so proposed we drop this class. Various other minor amendments. To ensure we still support the marshals, it is proposed to add £5 ring fenced to each event.
- No objections received, meeting carried unanimously.
- Discussion over ANWCC Ambassadors – people that would attend events and promote ANWCC to the entries, identified by say a high-vis for example – if anyone would like to assist with this, please get in touch.
- Please can all clubs ensure that they either update our website (or in fact link to) from .org to www.anwcc.co.uk
- Congratulations to the below who were randomly selected in the marshals draw:
- Aug – Maurice Ellison
- Sept – Maurice Ellison
- Oct – Catrin Jones
- Training:
- Marshal Training – Saturday 26th January at Warrington Campus
- 2019 Meeting Dates
- **12th February (AGM), 14th May, 13th August, 12th November**
- **Please note date changes to Tuesday**



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Comprising the following 11 Clubs



Blackpool South Shore Motor Club
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Chester Motor Club
www.chestermotorclub.co.uk



Clitheroe & District Motor Club
www.clitheroedmc.co.uk



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



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Garstang & Preston MC
www.gpmc.co.uk



High Moor Motor Club
www.hmmc.co.uk



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

Website : www.nwstages.co.uk
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SD34MSG

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2018 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	1497	1	1
Bolton-le-Moors CC	1166	2	2
U17MC-NW	1035	3	3
Liverpool MC	954	4	4
Warrington & DMC	560	5	6
Preston MC	522	6	7
Wigan & DMC	494	7	8
Garstang & Preston MC	323	8	11

Division B		Position	
Club	Points	Div	O/A
Accrington MSC	387	1	9
Airedale & Pennine MCC	371	2	10
Blackpool South Shore MC	287	3	12
Pendle & DMC	274	4	13
Matlock MC	222	5	14
Stockport061 MC	156	6	15
Wallasey MC	151	7	16
Manx AS	128	8	=17

Division C		Position	
Club	Points	Div	O/A
Longton & DMC	848	1	5
Lancashire A.C.	128	2	=17
Knowldale CC	101	3	19
High Moor MC	30	4	20
Hexham & DMC	29	5	21
CSMA (NW)	19	6	22
Lightning MSC	10	7	23
Mull CC	0	=8	=24
2300	0	=8	=24
Motor Sport North West	0	=8	=24

Updated 27th November 2018

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Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
= 1	Andrew Morris	C	211	Clitheroe	Y
= 1	Calvin Woods	A	211	WiDMC	Y
3	James Swallow	D	159	BLMCC	Y
3	Brandon Smith	D	136	Clitheroe	Y
5	George Merrills	B	79	S061MC	Y
6	Steve Johnson		52	U17MC	Y
7	Geoff Simpson	D	0	Pendle	Y
= 8	Peter Sharples	B	27	PMC	
= 8	Steve Kenyon		27	G&PMC	
= 8	Robert Jones	C	27	G&PMC	
= 11	Mick Tomlinson	D	26	PDMC	
= 11	Peter Jackson	D	26	G&PMC	

O/A	Co-Driver	Class	Pts	Club	
1	Chloe Thomas	C	210	Clitheroe	Y
2	Conner Aspey	A	209	WiDMC	Y
3	Lauren Hewitt	A	185	Wigan	Y
4	Terry Martin	D	80	Clitheroe	Y
5	Bruce Lindsey		53	PDMC	Y
6	Phil Merrills		26	S061MC	Y
7	Steve Butler	A	52	Clitheroe	
= 8	Louis Baines		27	PMC	
= 8	Matt Broadbent		27	Clitheroe	
= 8	Kris Coombes		27	PMC	
= 8	Sam Coombes		27	PMC	
= 8	John Knight		27	G&PMC	
= 12	Karen Whittham		26	G&PMC	

Results following Round 14

Manxs AS : Pokerstars

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

Now Final

Individual Championship

O/A	Competitor	pts	Q	Club
1	Nigel Fox	160	Y	Clitheroe
2	Andy Williams	128	Y	U17MC
3	Steve Johnson	120	Y	U17MC
4	Rob Jones	108	Y	Clitheroe
5	Lauren Hewett	90	Y	Wigan
6	Stephen Holmes	87	Y	Clitheroe
7	Louis Baines	85	Y	PMC
8	Calvin Woods	80	Y	Wigan
9	Ben Holmes	75	Y	Clitheroe
10	Lauren Crook	65	Y	U17MC
11	Kris Coombes	63	Y	PMC
12	Steve Smith	58	Y	Accrington
13	Tony Harrison	53	Y	Clitheroe
= 14	Steve Butler	48	Y	Clitheroe
= 14	Martin Fox	48	Y	Wigan
16	Chris Hewlett	41	Y	Clitheroe
17	Charles Andrews	38	Y	PMC
= 18	Dan Sedgwick	36	Y	Clitheroe
= 18	Peter Sharples	36	Y	PMC
= 20	Sam Ambler	32	Y	Clitheroe
= 20	Sam Coombes	32	Y	PMC
= 22	Mark Johnson	27	Y	Clitheroe
= 22	Matt Broadbent	27	Y	Clitheroe
= 24	Michael Tomlinson	24	Y	Pendle
25	Steve Kenyon	13	Y	G&PMC
26	Steve Price	11	Y	Clitheroe
27	Elliott Shaw	7	Y	Clitheroe



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		81.54	U17MC
5	Steve Johnson		80.46	U17MC
6	Scott McMahon	A	80.09	U17MC
7	Chris McMahon	A	79.63	U17MC
8	Jason Crook	E	79.42	U17MC
9	Lauren Crook	C	78.56	U17MC
10	Stephen Holmes	A	72.51	Clitheroe
11	Phil Clegg	E	70.16	AMSC
12	Dave Graves	B	66.61	Bolton
13	Steve Smith	A	63.75	Accrington
14	Ben Holmes	A	31.12	Clitheroe
15	Louis Baines	E	30.30	PMC
16	Sam Coombes	A	28.66	PMC
17	Peter Sharples	A/E	27.44	PMC
18	Martin Fox		20.13	Wigan
19	Kris Coombes	E	19.99	PMC
20	Steve Price	A/E	18.81	Clitheroe
21	David Robinson	B	10.79	U17MC
22	David Goodlad	E	1.00	Bolton

Following Rock & Heifer (11th November)

U18 Championship

O/A	Competitor	pts	Club
1	Matthew Nichols	119	BLMCC
2	Alexander Baron	68	AMSC
= 3	James Robinson	20	U17MC
= 3	Elliott Shaw	20	CDMC

Following A&PMMC PCA 11th November

Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	Nigel Fox	84.47	2	Clitheroe
2	R.Thorpe	82.58	1b	Liverpool
3	S.Wilson	80.85	2	Longton
4	David Goodlad	80.69	S	Bolton
5	J. Wadsworth	80.38	S	Lancs AC
6	Rob Holt	80.14	3	Liverpool
7	C. Duncalf	80.12	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	S. Norton	56.60	3	Longton
12	J. Pinder	50.40	1b	A&PMMC
13	Steve Price	47.86	1a/b	Clitheroe
14	D. Welton	47.35	3	Longton
15	M. Tomlinson	27.49	5	Pendle
16	J.Wright	20.47	2	Pendle
17	R. Hargreaves	20.10	3	Pendle
18	S. Nicholson	19.31	2	Pendle
19	David Robinson	9.75	S	U17MC

Now Final

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Maurice Ellison	317	Clitheroe	Y
2	Amanda Baron	187	AMSC	Y
3	Tracey Smith	147	AMSC	Y
4	Sean Robertson	117	Liverpool	Y
= 5	Robert O'Brian	87	Warrington	Y
= 5	William O'Brian	87	Warrington	Y
7	Barry Wilkinson	84	Pendle	Y
8	Bill Gray	81	Liverpool	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 13th November

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 Name

Parent Signature Date

Parent Information (If different to above) Address

..... Post Code

e-mail Tel No Home

Mobile

General Data Protection Regulation 2018. Under the data protection regulations (the GDPR), which came into force on 25 May 2018, we have to ask your permission to hold data about you as per the Groups Data Protection Policy. NOTE: We cannot assume your permission; it has to be given to us explicitly. If we don't get this consent we cannot communicate with you. Therefore by signing the above Championship Registration form you give your full consent and authority for SD34MSG to contact you via email, telephone and/or letter for the purpose of keeping you informed with activities, events and for social purposes so long as I you are a registered Championship contender. You also understand that you may withdraw your consent at any time by contacting the Groups Data Protection Officer, who is the SD34 MSG Secretary (secretary@sd34msg.org.uk), and is also the data controller for the purpose of GDPR and the Data Protection Act 2018. Our address is:- SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA. The SD34 MSG GDPR Privacy Statement can be viewed on the Groups Web Site. @ <http://sd34msg.org.uk/> Please return the completed form to the championship compiler. This can be done by post or by completing the form, print off, sign, scan and then e-mail to championship compiler. 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 Motorsport UK 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 champion-ships. 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 the Motorsport UK 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 overall 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.

Please note all our (SD34MSG) Competitions are "Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and any supplementary Regulations.

Under 18 Championship Compiler:- Alan Shaw 31 Appleby Drive, Barrowford, NELSON, Lancashire, BB9 6EX. Tel No 01282 602195 e-mail address shawalan555@gmail.com

2019 SD34MSG Championship Registration Form

Please register me for the SD34 Championships indicated below.

By submitting this form and paying the registration fee I agree to abide by the Championship rules and regulations, which can be found on the SD23 MSG website at www.sd34msg.org.uk.

General Data Protection Regulation 2018. Under the data protection regulations (the GDPR), which came into force on 25 May 2018, we have to ask your permission to hold data about you as per the Groups Data Protection Policy. NOTE: **We cannot assume your permission; it has to be given to us explicitly. If we don't get this consent we cannot communicate with you.** Therefore by submitting the above Championship Registration form and paying the registration fee you give your full consent and authority for SD34MSG to contact you via **email, telephone and/or letter** for the purpose of keeping you informed with activities, events and for social purposes so long as I you are a registered Championship contender. You also understand that you may withdraw your consent at any time by contacting the Groups Data Protection Officer, who is the SD34 MSG Secretary (secretary@sd34msg.org.uk), and is also the data controller for the purpose of GDPR and the Data Protection Act 2018. Our address is:- SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA.

The SD34 MSG GDPR Privacy Statement can be viewed on the Groups Web Site. At <http://sd34msg.org.uk/>

Please note all our (SD34MSG) Competitions are

"Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and any supplementary Regulations.

Please return the completed form complete with the £5 registration fee to the championship compiler.

This can be done by post to David Barratt, 54 Lodge Street, Accrington, BB5 6EH or by completing the form, print off, scan and then e-mail to davidpbarratt@gmail.com. Cheques must be made payable to SD34 Motorsport Group

Registration fees may also be paid by bank transfer to:

Lloyds Bank

Sort Code: 77-76-05

Account Number: 49052568

Please enter your full name as the reference

Name			
Address			
	Post Code		
Email Address			
Home Tel	Mobile		
SD34MSG Nominated Club			

Championship		Class								
Stage Rally	Driver / Co-Driver	A	B	C	D					
Road Rally	Driver / Navigator	Expert	Semi Expert		Novice					
Sprint Hillclimb	Driver	S	1A	1B	1C	2	3	4	5	
Non Race Rally	Driver	A	B	C	D	E				

Classes are listed on following Page

SD34 Motor Sport Group Calendar 2018

Date	Discipline	League	Club	Title	Venue - Notes
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
9-Dec	PCA	Yes	A & P MCC	A&PMCC PCA 6	Rock & Heifer, Bradford

Remaining 2018 Championship Rounds by Discipline at a Glance

Non Race/Rally Championship 2018

Date	Event	Organising Club
1 Dec	PCA, Auto Solo	U17MC
2 Dec	PCA, A/T, Auto Solo	Accrington MSC
9 Dec	PCA	A&PMCC

Training Dates 2018

Date	Event	Venue
1 Dec	First on Scene	Darwen Services

SD34MSG Stage Rally Championship 2018

Date	Event	Organising Club
10 Rounds to Count : All Rounds Complete		

SD34MSG Road Rally Championship 2018

Date	Event	Organising Club
6 Rounds to Count : All Rounds Complete		

Sprint & Hillclimb Championship 2018

Date	Event	Organising Club
All Rounds Complete		

SD34MSG Championship Classes for 2019

Non Race / Non Rally

- A) Production Saloon Cars up to 4.15m (13'7") overall length and up to 1400cc (Must have all seats & trim fitted);
- B) Production Saloon Cars up to 4.15m (13'7") overall length and over 1400cc (Must have all seats & trim fitted);
- C) Production Saloon Cars over 4.15m (13'7") overall length (Must have all seats & trim fitted);
- D) Series Production Sports Cars hood down or hood up;
- E) All other cars (including "low volume" sports cars e.g. Caterhams, Westfields) and Stage Rally-prepared cars.

Sprint & Hillclimb

- S) Road Going Standard Series Production Cars conforming to S11.9
- 1A) Road Going Series Cars up to 1399cc (or forced induction equivalent) conforming to Section S11.1 to S11.8
- 1B) Road Going Series Production Cars 1400cc to 1999cc (or forced induction equivalent) conforming to Section S11.1 to S11.8
- 1C) Road Going Series Production Cars 2000cc and over (or forced induction equivalent) conforming to Section S11.1 to S11.8
Classes 1a, 1B, 1C shall include sports cars, but exclude Kit, replica, space-framed and non-ferrous chassis cars
- 2) Road going Specialist Production Cars conforming to S11.1 to S11.8
- 3) Modified Series Production and Specialist Cars conforming to S12
- 4) Hillclimb Super Sports Cars conforming to Section S13 & Sports Libra Cars conforming to S13 & Sports Libra Cars conforming to S14
- 5) Racing Cars conforming to Section S15

Stage Rally

- A) up to 1400ccf
- B) 1401cc to 1600cc
- C) 1601cc to 2000cc
- D) over 2000cc & 4 WD

Road Rally

- Expert A competitor who, in the role registered has at least 3 top 10 finishes in Nat B or higher
- Semi-Expert All Competitors not eligible for Expert or Novice Class (NB : You can only move up one class per yr
- Novice A Competitor in the Role Registered has never won a 1st Novice Award (See full rules)

Clitheroe & District Motor Club



'What's On' at CDMC

December 2018

Tuesday 4th December
Scatter R4
Map 103

Sign on from 20:00, 1st Car away 20:31
Start & Finish @ Waddington Club
CoC : Paul Buckel
Entries via CDMC Facebook Page

Tuesday 11th December
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
At the November Committee Meeting we had 23 club
members in attendance*

Saturday 15th December
Christmas 'Beer' Rally

Clerk of Course - Paul Buckel
Noise & Scrutineering opens at 15:30
Signing On at
Bowland Brewery

Greenacre Street
Clitheroe BB7 1EB

ASRs will be made up on route
to suite the circumstances
All Protest will be met with derision

Christmas Party

Tuesday December 18th

Waddington Club

Approx £16 : Names to Heidi



Clubnights & More at CDMC in November

Tuesday 6th November
A.G.M.

Despite it being the AGM, which traditionally members avoid in fear of getting elected to the Committee, there was a nice large turnout to hear Reports from various Committee members.

All the reports told the same story of Success in 2018
Terry Martin at last managed to off-load his job as Membership Secretary onto James Squires.

A free drink was provided to all members who attended the AGM and Club Membership fees remain at £10 / person (Junior & Family remain the same as last year too)

Tuesday 20th November
Scatter R3

O/A	Crew	Pts
=1	Leah Brown / Dan Fox	80
=1	Sam Ambler / Dan Sedgwick	80
=1	John Gribbins / Terry Martin	80
=4	Paul & Francesca Redford	55
=4	Ben Mitton / Levi Nicholson	55
6	Paul Pendleton / Harris Halgate	50
7	Stephen Holmes / Maurice Ellison	40
=8	Tony Harrison / Matt Hewlett	35
=8	Austin Berry / Sam Mitton	35
10	Conner Stubbs / Will Melsom	30
11	Phill & Elliott Shaw	20
=12	David Stubbs / Abby Adnett / Tony Maddox	15
=12	Nick Bulmer / Ben Williams	15

Tuesday 27th November
Hall Trophy Forum



Everyone raved about how good this Rally was.
However, the main topic on everyone lips was . . .

The various 'Moves' of Terry Martin

Moves on the Barmaids !!

Strictly Come Dancing

Moves on the Start Line - likened to Dale Winton !!

Clitheroe & District Motor Club



2018 Winter Scatter Rally Series Championship Table after R3

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Dan Sedgwick	90	1	Sam Ambler	90
=2	Ben Mitton	68	=2	Dan Fox	68
=2	Leah Brown	68	=2	Levi Nicholson	68
4	Paul Pendleton	66	4	Harris Halgate	66
5	Paul Redford	59	5	Fran Redford	59
6	Chris Hewlett	42	6	Matt Hewlett	58
7	Phil Shaw	36	7	Elliott Shaw	36
8	Stephen Holmes	34	=8	Abbie Adnett	31
9	Connor Stubbs	31	=8	Will Melsome	31
10	John Gribbens	30	10	Terry Martin	30
11	Gareth Shepherd	23	=11	Stephen Hardy	17
12	Terry Martin	19	=11	Ian Daws	17
13	Jonnie Collett	17	=11	Maurice Ellison	17
=14	Sam Coombs	16	=14	George Postlethwaite	16
=14	Austin Berry	16	=14	Sam Mitton	16
=14	Tony Harrison	16	=16	Tony Maddox	12
17	Nick Bulmer	12	=16	Ben Williams	12
=18	Michelle Swallow	1	=18	Lucy Scott	1
=18	Gareth Lloyd	1	=18	Matthew Harwood	1

2019 Scatter Series

R	Month	Date	Clerk of Course	Maps
1	January	15th	Maurice Ellison	102, 103
2	February	19th	Terry Martin	tba
3	March	19th		tba
4	September	24th		tba
5	October	15th		tba
6	November	19th		tba
7	December	3rd		tba

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

Bolton-le-Moors CC

The Club Meets at
9-00pm every Thursday
@ Horwich RMI Club,
Chorley New Rd, Horwich.
BL6 5NH



Meet on the first Tuesday of
each Month and start at 8pm

The Poachers,
Cuerden Way,
Bamber Bridge,
Preston PR5 6BA

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 Monday of the month. Visitors are welcome to join us at either of these or any club meeting.

Warrington & DMC

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



2300 Club

are pleased to announce the finalists of the
2018

John Easson Award

- **George Lepley**
- **Finley Retson**
- **Ewan Tindall**

The Award selection committee will meet the finalists later in November and following an informal interview the winner of the 2018 JEA will be decided.

The standard of applicants was extremely high and the selection panel faced a difficult task to narrow them down to three to go forward to the final. 2300 Club would like to thank all candidates who applied for this year's award and wish them continued success in their rallying.

Allan Durham

2300 Club John Easson Award Scheme Manager

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



A View From The Shore

News from Blackpool South Shore Motor Club

by Phil James

November was a month of mixed fortunes for Blackpool South Shore Motor Club members who competed on Stage and Targa events in England, Scotland and Wales.

The beginning of the month heralded the opening round of the 2018/2019 Motorsport News Circuit Rally Championship that took place at Oulton Park and John Stone sprung an immediate surprise by debuting a new car. He swapped the Ford Fiesta S2500 he's driven for the past three years for the Ford Fiesta WRC that won the 2011 Rally Australia in the hands of Finnish rally ace Mikko Hirvonen.

Having only had a twenty-minute test session prior to the rally, acclimatising to the new car was always going to be a steep learning curve for Stone and co-driver Jack Morton. However, the pair quickly got to grips with their new mount, finishing the rally fifth overall. Only missing out on fourth place by two seconds to the Fiesta R5 of arch rivals Steve Simpson and Patrick Walsh.

It wasn't long before Stone and Morton had a second outing in the car as two weeks later they contested the Cadwell Park Stages. Sadly, that didn't go to plan as an altercation with the Armco on the opening stage damaged a rear hub and their rally was over almost as soon as it had started.

Riley Banks was hoping to build on his winning the previous month's Fairfield Merlin Junior Stages in his quest for points in the Junior 1000 Rally Championship series. His first outing of the month came on the Cadwell Park Junior Stages where a driveshaft issue curtailed his rally whilst lying third. Then came the Glyn Memorial Junior Stages where things hardly got any better for Banks and co-driver Mike Jode. They were forced to retire their Peugeot 107 on SS13 owing to an oil leak.

South Shore's Targa duo Quentin James and Tom Howe headed north of the border to Perthshire in order to tackle the Pitlochry based Saltire Rally, the final round of the NESCR0 series. Things didn't go to plan for the pair as a top engine mount broke on their Citroen C2 GT on only the second of the rally's fifteen tests. That meant caution and care were now the order of the day, particularly given they faced a close on 300 mile drive home in the car once the rally was over. They made the finish seventeenth overall in the Targa standings, seventh in Class 2, not enough to improve on their championship standings. Notwithstanding that, James finished third in the driver rankings while Howe claimed the runner-up place the navigator standings, so not a bad end to a season in which they had more than their share of mechanical issues.

South Shore's Craig Simkiss hadn't competed with Subaru Impreza pilot Ross Fernie for more than three years. They renewed their partnership for the Hall Trophy Stages and in finishing fifth they maintained their record of all-ways recording a top five finish.

Callum Cross was another Shore co-driver in action late in the month as he contested the Glyn Memorial Stages at the Anglesey Circuit alongside Paul Murro in a Millington powered Ford Escort Mk2. It was Murro's first rally since the 1980s and the pair finished 44th overall after suffering alternator problems, forcing them to charge the battery after each stage, throughout the two-day event.



Malton MC

Malton Forest Rally

4th November

A day of Firsts:

Back in the navigators seat on a forest rally for the first time this year and the second time ever meant that I was a little apprehensive on the build-up my first time competing on the event but as was my driver Andy Stewart of Beverly and District Motor Club who had brought his MK1 Vauxhall Nova SR 1400 out for the second time ever to do his first ever forestry event.

This year the 2WD drive cars ran first on the road in seeded order which meant we being car 170 were last of the 2WD group on the road which also meant we were 5 minutes ahead of car 1 an R5 Fiesta, no pressure for my driver.

The car went through scrutineering with the only comment from the scrutineers a stiff external cut off, soon sorted with a bit of WD-40 and then onto signing on and collecting the "rallitrack" radio and finally a quick run round the measured mile to check the trip meter completed Saturdays jobs.

An early start Sunday helped by a bacon butty and a brew saw the start of the rally with a drivers briefing at 08:00 and then first car at 08:31. We had a while to wait before our start time of 09:41 but another brew soon took up the time.

The run out to the first stage was fairly uneventful until the nerves really piled onto my driver as we pulled into the arrival control for the first stage which was Cropton Forest, we were soon into the stage and went very smoothly from my side and only a slight gear miscalculation at the first hairpin left of the stage but overall a good run.

Short road section into Gale Rigg which brought the first problem of the day in the form of an intermittent intercom system and by the time we made it to the stage start it was all but gone altogether, needless to say it was gone altogether by about halfway through, so the hand signals came out once again (seems a theme with forest rallies).

Next job a 20-mile run to the central service at Adderstone field where we didn't have to do much other than re secure a mud flap and play with the intercom and then back into the car for the run to the Langdale stage where we had at least some intercom so we went a bit better although the little Nova didn't like the ruts and holes in the stage but we made it through intact and then headed back to service for the main service of the day.

After service we headed back to Cropton for the second run of the stage in which we lost the intercom altogether and Andy said as we approached the stop line how the car just never felt just quite right.

Back along the short run into Gale Rigg, incidentally where the day started to go downhill after going through the arrival control we went to pull up to the start line when the car made a horrible noise from the back end, a marshall stopped us and said our mud flap, the same one as before was hanging off again, a bit suspect we thought but we decided to carry on and see what happened, as soon as we started the stage the car was howling like an old tank and we got about halfway through before we noticed the car was filling with smoke, we stopped at the next junction and got out to find a the mud flap in the top of the wheel arch badly mangled so we put the noise and smoke down to that, pulled the flap off and carried on but the noise only got worse and the car soon filled up again. We limped to the finish knowing that car 1 was on either somewhere in the stage hunting us down on hopefully on the start line waiting for us to finish.

After we finished the stage we pulled up at took the wheel off to find the rear trailing arm had sheared where it meets the shock absorber and the hub with only a tiny bit holding the job together. This is where we decided to retire and in doing so I retired from an event for the first ever time.

Cheers to everyone who organised the event and marshalled and thanks Andy for Letting me sit in.



Photos Courtesy of Carl Leavold

Matt Hewlett : Clitheroe & DMC

Manx Auto Sport **POKERSTARS RALLY**

Following the events surrounding the cancellation of the International event in September I must admit to having some doubts in my mind about the viability of the PokerStars event in November but my pilot from last year was still keen and positive and duly submitted an entry early on and his confidence was rewarded with a full entry! This was a real feather in the cap of both the MAS organisers and the Manx Govt officials who authorise events on the public highways on the island. It illustrated to me at least that the process works and if enough horsepower can be found the people can make it happen and a fundamental issue doesn't seem to exist. With a bit of luck, it will help restore some confidence in events on the Island although on the day the weather conspired against all and created several problems which must have made the organisers feel the Gods were against them at times.

The Escort of Carmarthen man Rhodri Evans is a pukka road rally specification car equipped with a Vauxhall motor, 5.1 diff, AP fronts under 13inch rims equipped with the ubiquitous Avon Turbospeeds and /or some moulded slicks plus some old Pirelli wets being the only concessions for the Manx tar. Basically, it was as per last year apart from a different sticker set and some PIAA spots instead of the light bars used last year. The SW Wales squad that travelled out with the car were the same as last year as well namely being Anthony "Handbrake" Reynolds, the still single Aled (hard to believe I know- just what is wrong with these girls?), the newly engaged Carwyn plus a blooming Rhian who will need a break shortly with a very important date looming in the delivery ward! I met the team at Heysham for the mid-week boat to Douglas and despite looking high and low for Anthony's missing handbrake lever we had to set sail just hoping it was somewhere in the trailer or the car...those pesky Welsh scrutineers had hidden it somewhere on the local event the previous weekend.

Now the recce was conducted using my diesel ZT which wasn't ideal as the clutch started to show some signs of not liking the gentle abuse (feels ok now though tbh) but a full day and a couple of hours in the dark saw us complete with the common bits from last year refreshed and feeling sufficiently confident about the new bits...traffic was light we thought and any locals we did meet seemed happy...one lad on Druidale even stopped for a chat and told us that he did the stage 4 times a day in the course of his farming activity...we let him go ahead!! Still feel it's a shame I didn't get a photo of Rhods in the ZT and also should have taken a shot of the BMW 4x4 which seemed to have terminally drowned out in a very fast-moving ford!! Rally central for the team was again in the cottage near Balaugh Bridge which again caused endless debate how it should be pronounced but as last year it proved ideal for the short trip to Jurby where the rally was based. By the finish of Recce and a painless scrutineering the remaining team members had arrived in the form of Rhodri's parents Eluned and Geraint, two nephews Hari plus Macs, and a further two Aleds just to confuse this honorary Lancastrian even further – I noticed this last year and even more so with more Welsh crews competing this year, there is a real community spirit that accompanies these guys when they compete which is great to see and be a small part of...this spirit of togetherness was to prove helpful as the event played out.

Friday dawned...wet, wet and wetter with strong winds to boot and from our lofty seeding of 40 (finished 25th o/a last year) we set off up Druidale on the grimmest night I can recall...ever!! How the marshals coped I genuinely don't know...all absolute heroes in those conditions. It is fair to say that we just about came to a halt at times as the road resembled a fast-flowing river at times and the pools of water were many and deep...there was water everywhere and it was coming through holes in the floor, a tiny gap at the window top which all helped to steam the screen us. The blower and wipers simply couldn't cope tbh.

2018

POKER STARS RALLY



Continued on Page 19

Having said all that we overtook a Sunbeam within a few miles of the start (he let us through straight away) and once on the second half of the stage (which was identical to last year) the faster and wider roads helped but it was extremely difficult at times to see where we were in the notes in relation to the road and even Rhods much younger eyeballs were struggling. It was no surprise at all that both the following stages 2 and 3 were shortened slightly and that the second loop of stages had been cancelled altogether. Back at Jurby I must admit to being slightly surprised to see us at 16th o/a and even slightly gobsmacked to see a Welsh RR lad in first...a stunning performance!! It goes to show for me that on the narrow bumpy Manx lanes the nocturnal lads do have an advantage and that the car is less important although as Saturday dawned with a slightly less wet outlook, I felt we would fall back as the stages were in general more suited to more powerful and outright tarmac cars than ours.

Saturday was a day of mixed fortunes for us as we had a couple of half spins one of which resulted in Rhods performing a multi-point turn at one point coming off a wide road into a narrow slot (Rhian was there with her camera as well!)...there must have been only a few inches either end of the car in which to manoeuvre so lucky really. We chose the wrong tyres for the second loop of three which resulted in a dose of severe understeer at times in the wet again conditions and had a biggish moment on a crest/dip combo...my back is still sore!! The organisers were having major issues though due to several accidents resulting in stage cancellations and re-routes which they did extremely well to cope with to be fair....it seemed to be one thing after another. On the penultimate stage we were indirectly involved with one of these incidents as Simon Summers/Dilwyn Johns (who were servicing next to us) were running the car immediately ahead of us and had a large off which required us to stop and provide assistance. Suffice to say Rhods and a spectator did a great job in helping the crew and ensuring the stage was stopped to allow the rescue/emergency crews in who luckily didn't have far to travel in from the stage start. The Welsh lads' sense of community came to the fore as after the event they all helped Simon and Dilwyns support crew recover the car and ensure it went into a covered trailer and that Simons support team were able to pack up and prepare to leave the island. Thankfully after a couple of days B&B courtesy of the local Hospital both lads are back at home and recovering slowly. All this meant the stage was cancelled for all remaining crews with a notional time applied which only left the final stage which really, we did at a subdued pace which was understandable...I certainly didn't want to go any faster in the circumstances. After a stop/start day with the marshalling and rescue teams being busy in poor weather at times, I think everyone breathed a sigh of relief at the end and gave the results crew some time to perform a great job in trying circumstances...and I was somewhat surprised to see later we had retained 16th overall which I feel was an excellent result for us both. Meanwhile Ken Davies/Dylan Jenkins had slipped back to 3rd overall which is still an amazing result in a 4-door road rally Escort on Turbospeeds!!!

A subdued meal with the full squad in Douglas followed in which the restaurant served the strangest looking garlic bread I have ever seen-Hari and Macs were not impressed!!! A wrong slot to completely the wrong prize giving venue (mmm..was that me J) meant a couple of quiet drinks followed by another tight squeeze in the hired BMW (only £80 for 3 days!!) which Aled nearly put off for good measure on the way back to Balaff (!)...he had allegedly spent most of the weekend cruising round in it telling everyone just what an eligible bachelor he is! As I was on the late Sunday boat the job of hoovering up fell to me as the Welsh contingent had left at some ungodly hour to catch the early boat...and guess what, as I moved the sofa I found Anthony's extended handbrake lever...the welsh scrutes had confiscated it at the halfway halt on his last road event and hidden it under our sofa...spooky!! J

It only remains for me to thank Rhodri and Rhian for inviting me again to join Team Wales and thanks to Anthony, Carwyn and Aled for looking after the car which ran perfectly all event. It was lovely to meet Rhodri's parents and nephews again plus a couple of new Aleds...and the very best wishes to Mark James for a successful recovery and his family who must be going through a difficult time at the moment. I have no doubt that the Welsh rallying community will be supporting them wholeheartedly as they have do and have done for others in the past. A brief stop for ten minutes of reflection on Sunday morning in St Johns at the Memorial for Manx Nationals who had given their all in the course of conflict. There was not many there with the main services in Douglas and Ramsey, however the sun came out for ten minutes in what is a beautiful spot and a silver bell was rung from the school opposite to mark the silence...I found it a moving few minutes to be honest. A long nap in the car on the promenade followed and a weary and surprisingly calm trip back on the boat to Heysham with CDMC's very own Maurice and Steve (who were amazingly still speaking to each other after three days marshalling together! J) led to an already knackered Varty feeling really knackered for the following week...I am getting too old for this! J Oh, and good luck to Rhian and Rhodri in the coming weeks...mine are still costing me and they are all in their twenties and rallying must be cheaper overall!!

RAC Rally of the Tests 2018



**Harrogate to Bristol
8 - 11 November 2018**



STEVE Entwistle scored a unique hat-trick when he won his class on the RAC Rally of The Tests for the third year running.

The highly-rated Mini man from Rishton, near Blackburn, also finished third overall on the gruelling four-day event, acknowledged as the toughest regularity rally in the UK.

Entwistle and navigator Ali Procter, from Newcastle-Upon-Tyne, were piloting 6 EMO, the famous Mini Cooper S owned by rally legend Paddy Hopkirk, and used by him to win the 1990 Pirelli Classic Marathon. The pair spent the entire event locked in a three-way battle for victory with Paul Wignall and Mark Appleton in an Alfa Romeo Giulietta Sprint and the Volvo PV544 of Dan Willan and Martyn Taylor.

So close was the result that less than a minute separated the top three crews after 33 tests, 20 regularities, including two timed-to-the-second control sections, spanning 750 miles across England and Wales. And Entwistle and Procter were in brilliant form, leading after the first and second legs, only slipping to third place on the last day.

Despite the disappointment, Entwistle, who rallies his own Mini – the famous ex-Roy Mapple Orangebox – was still very happy with the result.

“Changes to the regulations this year meant that, for the first time, cars built before 1968 were eligible for overall results and I really wanted outright victory,” he said.

“But once I’d realised that I wasn’t going to win, I consoled myself with the fact that I was beaten by two of the best historic crews out there – and we did get our class win.”

Entwistle and Procter signalled their intentions on the Thursday night Prologue section, which was based around Harrogate, finishing third overall after the two tests and two regularities.

“We knew we had to be fast from the off, because of the class penalty system. If you didn’t win, penalties were added to your overall time on a sliding scale, depending on where you finished,” explained Entwistle. “The bigger and more competitive classes, such as ours, with seven quick Minis and three Lotus Cortinas, faced a much bigger challenge than those crews in smaller classes.”

Day one, from Harrogate to the East Midlands saw the pair continue their fine opening form, starting with second quickest overall – to a Porsche 911 – at the Harewood hillclimb course near Leeds and fastest overall at Fulbeck kart circuit.

That stunning show of speed – couple with a string of top three times on regularities – left them leading the field by a slender nine seconds going into day two, which led crews from the East Midlands into Shropshire, the Welsh Borders and South Wales before the overnight halt at Newport.



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Rally of The Tests

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Again, Entwistle and Procter were quickest out of the blocks, posting the fastest time at Curborough sprint course, beating a host of Porsche 911s and Alfa Romeos.

But then they had a slight setback at the next test, as Entwistle explained: "6 EMO is usually extremely reliable, but we had a problem with a loose front wheel hub at the Ditton Priors, which is an ex-Naval armaments depot, and the roads around the base are notoriously muddy and slippery.

"It wasn't helped by us having tarmac tyres on instead of gravel, we were going quite well until 6 EMO got into a real 'tank slapper' slide – on the straight! After that, I decided to back off a bit, or we'd be in the ditch."

But they bounced back with a storming drive, finishing in the top three of five of the day's seven regularities, including equal fastest through the German Village on Epynt with a Dutch Porsche 911.

The leg culminated in a timed-to-a-second section at Caerwent military camp, with ten time controls, ten passage checks and 65 junctions in ten miles, all held in complete darkness.

And the pair finished one minute quicker than the rest of the field – a performance described by rally organisers HERO in their daily bulletin as 'simply stunning'.

That was enough for the Mini men to go into the final day with a four-second lead over Wignall and Appleton, ahead of them lay ten tests and six regularities crammed into 250 miles in South West England.

But it was at Worthy Farm, home to Galstonbury, that Entwistle and Procter saw their lead slip away – literally.

"It was very muddy, with grip at a premium, and we knew we were losing time to the others," he said.

"We weren't as competitive on the following regularities, and for several of the top crews it was 'home territory' which can gain you vital seconds.

"By lunchtime, we had dropped to third and we knew the game was up. All I could do was give 110% and hope the others would stumble."

He did it in fine style too, clinching fastest time overall on the very last test of the rally at Castle Combe race circuit. Using part of the track and the access roads, Entwistle admitted to seeing 90mph on the gravel sections, which left navigator Procter tightening his seat belts!

"It was a superb event, superbly organised by HERO, the Historic Endurance Rally Organisation, Ali was simply brilliant on the maps, and 6 EMO was fantastic, drawing the crowds wherever we went.

"I'd like to thank Mini Sport of Padiham, who look after the car for Paddy Hopkirk, and Mini Sport's MD Chris Harper for making it all happen, and, of course Paddy for his unbelievable generosity.

"A third class win and third overall is a really good result, but, I think we still have unfinished business!"

Results:

- 1: Paul Wignall/Mark Appleton (Alfa Romeo Giulietta) 0.09.18s
- 2: Dan Willan/Martyn Taylor (Volvo PV544) 0.09.40s
- 3: Steve Entwistle/Ali Procter (Mini Cooper S) 0.10.08s



Photos Courtesy of Pete Kenyon

***It is now that time of year for
The SD34MSG Road Rally Competitors
to vote for
'The Best SD34MSG Road Rally of 2018'
send YOUR VOTE to
steven.butler9@btinternet.com***

R 1	20/21 Jan	Ryemoor Trophy Rally	Malton MC
R 2	10/11 Feb	Rali Gogledd Cymru	Rhyl & DMC
R 3	25/26 Feb	John Robson Rally	Hexham & DMC
R 4	25/26-Mar	Primrose Trophy Rally	Clitheroe & DMC
R 5	14/15 Apr	Kick Start Rally of Derbyshire	Matlock MC
R 6	16/17 Jun	Memorial Rally	G&PMC
R 7	21/22-Jul	Beaver Rally	Beverley & DMC
R 8	8/9 -Sep	Colman Tyres	Ilkley & DMC
R 9	22/23-Sep	Clitheronian Rally	Clitheroe & DMC

A Marshalling Trilogy

This is a rambling tale of jottings taken as I wandered around with my bright orange jacket on as I attended three different events recently . . . three differing roles performed and all stressful in their own way! J The first event was the Trackrod where the Grumpy OG himself (Mr Ellison ... no not you Chris ... the other one!) and I performed a task that I suspect not too many would want to do out of choice but in the end I think we both enjoyed it – we were on the prowl for illegal servicing between the three stages. This consisted of adorning Maurice's car with bloody great big door panels telling all and sundry that we were after them and woe betide them if third parties appeared out of the undergrowth with wheels/tyres or fuel for the crews! As it turned out we had a right laugh by parking up by any number of 4x4's, pick-ups and estate cars all with big burly blokes in...now either we had discovered the dogging capital of North York's and they were all waiting for the girls to arrive or they were listening to the football commentary of the day.....but it was amazing how many moved on looking extremely brassed off after we had been there for a few minutes!! We had a great chat with Pip Coulson and his colleague after I guessed who it was (heard Hopkins talking about him tbh and just guessed when he mentioned Sunbeams!) and we all lamented the good old days as we stood in the welcome autumn sunshine. After a trip to service back at Adderstone Field where a very healthy booty was devoured, we set off to observe the road section between SS5 and SS6. Now SS6 was the longest and final stage of the day and it wasn't surprising really when, with only seconds between them, all three leading Escorts stopped to put on brand-new rear tyres- these bad boys don't half chew them up! Suffice to say never seen three crews working so hard and without outside assistance – although Moz did frighten off one burly van driver who looked as though he was going to stop!! I mentioned stress on all three events – on this one it was being sat in with Moz as he drove through the lanes in broad daylight!! J

The second event was the Malton Forest Rally where CDMC were running the Cropton stage with MMC being responsible for the other two...now this would be fine but Matt Broadbent who was Stage Commander had asked me to help him staff the stage(as I did last year) but I got a shock when the paperwork arrived and I found I had been promoted to Deputy SC... now I have done a few rallies in my old age comeback but I hadn't even been a milk monitor at school never mind been part of a team running a rally stage!! So not only was I worried about getting the circa 42 (up from the previous year when we ran the exact same stage!) plus marshals, I possibly had to take responsibility....in the end young (LoL) Geoff Dean (Chief Marshal) came nobly to my rescue with circa twenty plus to add to my equivalent number – the real stressful point is circa from 6.0am until 07.30am as you don't how many if any will turn up! J I only had one call early in the morning from someone who couldn't find the stage at their first attempt despite specific instructions – a certain Mark "Martini" Standen...sure Frostie would have found it tbf!



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Trilogy Continued from Page 22

As first car approached, I could relax as it was now out of my hands and many thanks to all who turned out on what was a great day for it...and there wasn't any real issues at all to deal with, all spectators having behaved themselves. The best sounding car off the line without doubt was The Sherriff with Sambo – that Escort just sounded as though it was pulling an extra 1500rpm compared to everything else... a wonderful noise!! Driving through the stage when clearing up it was noticeable just how good the surface was overall...in places down to the hard rock but smooth with a distinct lack of ruts and/or boulders. It was a tired Varty that got back late to Preston but overall another successful event run by the MMC/CDMC partnership.

The third event in the marshalling trilogy was CDMCs very own Hall Trophy run as usual at Blyton. The stress factor was having to do the start line and with ten stages planned for the full entry of 75 cars (including an Italian outfit in an FIA spec Alpine Renault A110!) a long and taxing day was in the offing. Luckily I didn't have to do much physical set up work on the Friday afternoon as most of the cones were out when I got there...however clearing up after the event on the Saturday night was a grueller-if it hadn't been for the Malton MC team of All-Yorkshire Cone Wrestling Champions working wonders we would have been there until midnight...we need to incentivise some younger lads to help clear up before there is a heart attack amongst the tear down crew-the big cones are a bugger to stack especially after being on my feet all day! The clear up crews average age must have been in the mid fifties and when it came to the beer and excellent food at the Ingram Arms it was nearly a full table nodding off and not just Steve Lewis! A top event with only one major incident that was dealt with quickly and without fuss and the competitor feedback seemed to be very positive, so we will have to do it all again in February for the Jack Neal! It will probably be after Christmas before I feel ready for another Blyton weekend, but we do have a good laugh especially when Terry Martin has a drop of red wine and gets his dancing shoes on...quality entertainment!

Tony Vart : Clitheroe & District Motor Club



HALL TROPHY



The Hall Trophy Rally

Car 57 – Steve Johnson/Steve Butler

In contrast to our last outing on the Pendragon Stages, this event was, thankfully, uneventful. The newly partially rebuilt and repainted Micra was on its first outing since Steve inverted it in August and wasn't keen to undo all the hard work in making it all shiny again. Especially since the roof has finally been re-sprayed and is no longer grey with rusty bits. With its distinctive livery, mostly red apart from a black bonnet and front bumper, courtesy of his daughter Hazel's old car, we were ready to compete yet again at one of favourite rallies. This time with sticky tyres! Yes, regular readers of my journalistic efforts will note that we have been competing this year on proper competitive rubber, rather than the standard road going Falkens, and what a difference it's made. Blyton, with its smooth tarmac and good mix of fast and technical sections is a good place to explore the grip levels and decent tyres is something I've been badgering Steve about for years. So did we have grip? Oh yes, bucket loads. But they do need a bit of heat in them first, as we found out on stage 1. Or, more accurately, about a yard into stage 1 when as the lights turned green the start marshals had a good view of a Nissan Micra going absolutely nowhere for what seemed like forever. After finally getting moving, it was a tentative run around the first long left hander, then a long straight where we met one of the many Minis getting just ahead of us on the merge. I think Steve tried to follow it, but already a lap in, his tyres were toasty warm whereas ours were definitely not. As the laws of physics overtook Steve's ability to ignore them and the back of the car attempted to overtake the front, the only question on my mind was which bale are we going to hit and how hard. Thankfully, as is often (but not always!) the case, Mr Johnson managed to get us out of trouble as quickly as he got us into it and the more traditional forward motion of the Micra was restored. That's what happens on cold tyres. So now we know.

As they day and the stages progressed the conditions were perfect for exploring the grip levels of the Yokohamas and I think there was a point at which the tyres were no longer the limiting factor, as, I believe, always has been in the past. Some of the cornering speeds were beyond anything I could have expected from the Micra and I still don't think Steve has found the limits of his or the car's ability.

As I said, the rally was largely uneventful for us. Apart from being in a remake of The Italian Job, surrounded by minis which mostly seemed to be quicker than us. Steve: "Where's that mini gone that was behind us" Me: "its here on the left, going past you". We're going with the "power to weight ratio" argument and leaving it at that, I think. It was great to see all the Minis lined up in the service area and to see them chasing each other around the circuit and be part of the action just added to an excellent day's sport. Fantastic stuff.

Once again, the trophy engravers were untroubled by whether it was Stephen or Steven (it's both, by the way) but we were happy with a 44th overall out of 79 (I think) starters. Our rallying is all about the fun and enjoyment of just going out and having a go and this event just ticks all the boxes for us. Brilliantly run once again by my clubmates at CDMC with slick turnarounds, superbly laid out stages and impeccable professionalism from all concerned. So thanks to Chris and the team for putting on a top class event and thanks as ever to all the marshals for making it possible. We'll be back for the Jack Neal in February. Probably on the same tyres.

Steve Butler : Clitheroe & DMC
from the left hand seat of an uncommonly grippy Micra.



THE MALTON LASER RYEMOOR TROPHY RALLY

19th/20th January 2019



Welcome to the Malton Laser Ryemoor Trophy Rally

A qualifying round of the

- ANCC,
- SD34
- & ANEMMC, Road Rally Championships.

The event will take place on the 19th/20th January 2019 and will feature 160 miles of proper plot and bash night rallying.

The event will start and finish at Stillington Sports and Social Club near York. (OS Map 100/583675) Maps 99 & 100

The entry fee is £75.00 and includes two breakfasts

REGS

<https://maltonmc.co.uk>



Neil Howard Stages

December 2000 saw my debut as a co-driver in stage rallying. The event was the Neil Howard Stages at Park Hall, Charnock Richard. Jump forward to 2018 and an offer I couldn't refuse. A request from Paul Gorge to sit in on his first stage event was an unexpected, but welcome, surprise. Paul, and his father Doug, are fellow Liverpool Motor Club members, both of them regular Sprint competitors. Paul holds the lap record at Aintree for road going class SB in the family Renault Clio 172 Cup. Having sat next to Paul at Aintree and Oulton Park track days I knew he could drive! But could I still navigate?, after all my last stage event was in 2006. Paul's debut event, as you may have guessed, was the Neil Howard Stages, now held at Oulton Park as part of the Motorsport News Circuit Rally Championship. How could I refuse?

Paul had done his ARDS rally training earlier in the year and regularly drives a BMW at Oulton Park Drift events so a Mazda MX5 was the weapon of choice, a proper rear drive rally car, which was hired from Paul Sheard Racing. So armed with full colour stage plans we were to start as car 92, plenty of time to watch the front runners at stage start.

Opting to take a cautious approach to stage one it proved the right decision as several cars were already parked up at the side of the stage, setting the tone of the event which was to have a high rate of attrition. The second run through the stage we knocked 17 seconds off our time and continued to improve our times at the second run of each pair of stages. With our fairly standard machine, running in it's own MX5 class, we were never going to achieve the times of our fellow Paul Sheard Racing Mazda's. Especially with former British Touring car driver Paul O'Neill vying for top honours in class B, unfortunately his run ended on the penultimate stage when a battery lead came off and caused some electrical problems. The third team MX5 also failed to finish after a nasty off in the wooded section of the later stages as the light began to fade. The crew fortunately were not injured.

While I'm name dropping O'Neill had Motorsport News reporter, Jack Benyon, in the left hand seat. World Champion Co-Driver, and new head of Motorsport UK, David Richards was sitting in with event sponsor Graham Coffey in a Ford Fiesta RS WRC. John Stone debuted his similar model, and Chris West was out in the fabulous Peugeot 306 Maxi. Overall winner was Kevin Procter, completing a hat-trick of victories on the Neil Howard, with navigator Derek Fawcett, in yet another Fiesta, this one being a S2000 Turbo.

Out of 100 entrants only 67 finished, we were 51st., not bad for a first event. Paul has definitely got the rally bug so look out for him at other events in the Circuit Championship. And also of course in speed events at Aintree Circuit.



Geoff Maine : Liverpool MC



NEIL HOWARD STAGES

This would be the first outing for Martin's newly built Porsche Cayman - and the first time Uncle (Martin Fox) and Niece (Lauren Hewitt) had ventured out together as driver and co-driver.

The car had only been driven for a grand total of 39 miles before we set off on stage one so this truly was the cars first 'proper' debut.

Stage one was very slippery, with our rally nearly ending on the first corner, with cold tyres and an almost terminal dose of understeer.

The first lap was a massive learning curve in respect of handling and braking, gradually improving as the stage went on as the tyres warmed up and Martin gained more confidence in the car.

After a near miss on stage three, with an orange mk11 escort getting a little over excited and outbraking itself into a chicane right in front us, we continued to learn and enjoy the stages as we got fully to grips with our new car.

Stage five saw the reversal of the stages, with the circuit now running in race direction, we particularly enjoyed the off road section through the woods, the Cayman seemed to handle well on the slippery loose ground, just lacking a little in power on the tarmac. It proved to be more forgiving and easier to drive than we imagined.

Our biggest moment of the day occurred on stage seven as we came off the start line and made our way out onto the track, at the merge I spotted Mike English in his self titled "turquoise terror" Mk 11 Escort on his second lap, here I very pointedly warned Martin to "Watch out for Mike!" as we pulled out onto the circuit, at that instant Mike spun out of control and shot across the front of us, we're still not sure how he missed us!

The light was now starting to fade on an unusually mild and dry Oulton park as we encountered a short delay waiting for the start of ss8, we decided it was time to put our light bar on for the last two runs in the dark, these both went mostly without incident to bring us home to the finish on a great first event for the car and a fantastic days rallying for me and Martin. We finished up a respectable 33rd overall and 10th in class, beating our seeding ever so slightly.

NHMC CADWELL STAGES RALLY

A few weeks later saw us visit Cadwell park for round 2 of the motorsport news championship.

In 31 years of rallying this was the first time Martin had competed at Cadwell so whilst he was now confident with the car he was unsure of circuit. It started out damp and slippery so we went out on inters for ss1 and proceeded with caution.

Well it was brilliant! An interesting venue and great stages. We had an incident free day apart from the door mirror breaking the passenger side window on ss3 and me spending the rest of the day in darkness with the window taped up with black tank tape. We thoroughly enjoyed the venue & will definitely be returning again! We again beat our seeding and finished 31st overall and 14th in class.



Lauren Hewitt

With a little bit of input from Martin Fox

Wigan & DMC

Forever Learning.

Forever learning from new challenges has been the theme for the last two seasons of racing with the CSCC Tin Tops. In this series we have a 30 min qualifying session with driver change, followed later in the day by a 40 min race with driver change after 20 mins.

Not only were we trying a new discipline, we were also driving a different car. The Honda Integra could not be any further away from the Peugeot, it was a bigger and we didn't know how it would handle!! Willie wanted to race on as many different tracks as possible before (in his own words) "He got too old"!! I was struggling to see my pit board informing me to pit for the driver change (much to my husband Brian's annoyance) A quick fix to that problem resulted in me fitting a kitchen timer to the roll cage (as it would have been such a waste in the kitchen!)



We did a few races in the latter part of 2016, the first being Anglesey. Fortunately we had sprinted the Peugeot here, but never raced the full Coastal circuit. How different could it be? Very different as it turned out in a car that I had only driven for approx. 4mins, along with my first ever grid start. Willie thought it would be a good idea if I went first- I'm not surprised!!! The starting lights went out and, where the hell did they go? I eventually got off the line and just as I had started to gain confidence in the car, managed to spin it on the back straight. After getting going again I carried on and made it back in to the pits after 20 mins. for the driver change. This is a crucial part of the race, as time lost here is difficult to make up on the track. After several hours of practice in Willie's shed with Brian on the stop watch, we finally got the driver change down to 27 seconds (Not quite F1 standard) Glad I went to Pilates classes; they came in very handy vaulting over the roll cage)! We then recovered (mainly from all the laughter) in the house with some of Anne's famous cake.

After Anglesey we did a couple more races at the end of the season, and then decided to do a full season in 2017. We also decided to rally the Peugeot as well in 2017, which made things very hectic at times given the distance we had to travel. Hence at the end of the 2017 season, after winning the ANWCC Ladies Rally Championship in the beloved Peugeot, we decided to concentrate on racing the Honda in 2018 and put the Peugeot up for sale. **(Both Peugeots are For Sale - See page 67)**

It was decided I would go first in the qualifying session and do the grid starts, which I really enjoyed – what a buzz when the lights went out and I even learnt to keep up! The biggest challenge was racing "blind" on new circuits. There is always the option to practice on the Friday before the race, but that meant a day off work and added costs to the weekend, so we never practice first! Most of the starts are standing starts, but there are a few rolling starts. One of which was at Croft last year, where the pole position cars are supposed to hold the rest of the field back until everyone gets around the corner and are bunched up. Unfortunately this didn't happen and the pole cars took off, leaving half the field still to get around the corner before the pit straight!

Tyres and tyre pressures have also been very challenging at times (Willie likes to put the same pressure in the car as his trailer), making it very difficult to handle, especially in the wet! We had a dreadful race at Oulton Park in the rain last year; we both came off the track due to no back brakes and the wrong tyres. We did manage to finish, but a lot was learnt and some swearing was done- I know you will find that hard to believe!!

This year we put lighter doors on and even managed to blow a window out at Donnington, making us even lighter! We raced at Brands hatch for the first time this year, qualifying 12th on the grid of 35. It was a rolling start and I was positioned against the pit wall heading towards the first corner, when a sudden bump from behind sent me spinning across the grid towards the Armco barriers (which come up very quickly at speed) Miraculously I missed the Armco and other competitors and ended up facing the correct way with one back wheel in the gravel, where I decided the only option was to put my right foot down and get out. The language in the car was possibly not to be repeated in public, but I did manage to catch the field up and we did finish the race. Willie said I drove faster the more annoyed I was and he was surprised to see the gear stick still in tack when we changed drivers! When we watched the footage afterwards, I had been hit just below the petrol tank, but the rear wheel had taken most of the impact. The guy that had hit me had been hit by another car trying to barge through which had sent him from the opposite side of the grid in to me. We were very lucky to avoid everyone else, but the other poor guy had been hit in the previous race by the same guy (ex stock car racer)!!

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Things had started to get a bit wild in previous races, (and this year I found myself being the only woman on the grid). Some driver's hadn't wanted to race in the series, because other drivers had taken to forcing cars out of the way. We were reminded at several drivers' briefings that this wasn't what this series was about and driving standard officials were brought in to observe the culprits. (It is supposed to be a non-contact sport!)

Thruxton went pretty much the same way, with a hit from behind on the approach to the chicane. Again another car hitting someone else and sent them in to me. Not to be defeated I carried on with a slightly rearranged car which required some taping up as we did our driver change. (Brian always has duct tape to hand, just in case).

As I said to Willie and Brian, we hadn't done badly keeping out of trouble until near the end of our second season. When you saw the state of some of the cars that finished (or didn't finish) at Thruxton, we got off quite lightly. Willie decided (much to my disappointment); it was time he tried a grid start at Donnington to see where the action happened. It was a rolling start and we had qualified 18th on the grid out of 37, consequently when Willie came around the corner the starting lights had gone out because he wasn't able to see them (along with the rest of the field) He had a moment at one corner when a car braked in front of him and he had to take evasive action across the grass and gravel (thank goodness for all that rallying experience)! He said all he could think about was if he came off I wouldn't get to race, but that is a thought that is always in my mind every time I go first. We finished the race without any more mishap and a missing side window, but it was a warm day and we needed the ventilation! It was a totally new experience for me being the second driver and having warm tyres and a clear track. It was good to have the time in the car and be able to concentrate on improving my driving.

The final race this year was at Mallory Park, which was very cold and wet, even though it was only the beginning of October. I went first in qualifying as always, (I'm an excellent tyre warmer apparently) we were using a full set of wet tyres which were brilliant. The track was very slippery and the tyres didn't warm up at all, but we still managed to qualify 7th on the grid out of 23. The rain stopped and we took the wet tyres off, only for it to start raining lightly with a few minutes to go before being called to the holding area. Willie decided he would start first and have wet tyres on the front and intermediates on the back, only for the rain to come down even heavier by the time they lined up on the grid. I was thinking this is going to be fun when we switch drivers, but unfortunately we didn't get that far. As the first lap was completed the Honda decided to do its own thing just before coming on to the pit straight and firmly planted Willie in the gravel pit. I can remember thinking I'm glad I didn't do that, but it could have easily been the other way around. The red flags came out and so did the recovery vehicle, along with a not so happy Mr J. The race was restarted again and another couple of cars came off in the rain and some even retired as the conditions got worse. We had an extremely quite journey home, I think the first word was spoken when I pulled off at Scotch Corner to get some food and switch drivers. The atmosphere wasn't much better on the Sunday when I went up to clean the car, mind you I don't think I helped matters by saying the only place I'd seen as much gravel was in Tendley quarry!

Anyway no harm was done, maybe only to pride. I imagine I will be back on the grid starts next year, but I look forward to it.

A big thank you goes to our pit crew Brian and to Anne for making the delicious cakes that are boxed up and sent with us to every race.

Here's to the next season and whatever it holds. It will be a case of carry on learning and hopefully improving. Who knows where next years adventures will take us?

William Jarman & Angela Jones.
Honda Integra DC5.

My doctor said now that I'm older
I need to install a bar in the shower



Caernarvonshire & Anglesey MC
PENTRAETH AUTOMOTIVE GROUP
GLYN MEMORIAL STAGES

24/25 NOVEMBER

Delighted to have claimed our second podium of the year yesterday after what was a phenomenal drive from Rob over the weekend.

Obviously disappointed for the championship not to have gone Rob's way, we always knew that it was gonna be a long shot at coming out both as champions yesterday, but it has to be said we left nothing out there on the stages. Rob absolutely gave it his everything in order to keep us doing everything we needed to do and that's exactly what we were doing until 4 stages from the finish. Unfortunately our best wasn't quite enough this time, in a fair fight with loan Lloyd/Jonathan Jackson they put in a storming drive on Sunday to jump from 4th to 2nd through the day and grab 2nd in the championship! Believe us, we tried everything possible to keep you behind and get back in front! Great to be battling again!

Also a huge congratulations to Eddie Lewis on being drivers champion. Well deserved after a strong year. It would have been cruel on you had you not got the job done.

Although it never went our way, I don't have the words to describe how proud or happy I am for Rob in achieving this result. It really has been great to watch him develop and grow as a driver over, not only this season but the last 18 months. His car control is second to none at times (some Escort's would be proud of the angles we've been at this year!!) but the hard work and dedication to his rallying has paid off.

Rob has barely put a wheel wrong all year, probably being one of the most consistent drivers in the championship, and has a 100% finishing record for his entire Junior career of only 13 events! We've managed to complete all 60 stages and 308 stage miles of the season without a stage maximum, without bending a wing, door or hardly anything other than dropping a handful of seconds. The only damage came to the boot at Weeton after some issues with the brakes and reversing into a stout bush! Not only have I seen him grow as a driver but as a person too. The last 18 months has been an absolute pleasure mate!

At the end of Anglesey in April, I posted a phrase 'Maybe it won't work out! But what if it's the best adventure finding out if it does?' Well this season couldn't have lived up to that phrase any more. It has been an adventure and it certainly, very easily could not have worked out!

So for that, not only am I delighted and proud for Rob but also for Cotton Competition and the team we have developed over the year. For them to have taken an undoubtedly huge risk in building a completely unproven/undeveloped car in the Toyota iQ that had done less than 10 miles before SS1 of the first round back in April to 2 podiums in just 7 events is a feat in itself. A huge, unreserved amount of thanks has to go to Steve Cotton (and Joyce) for their unwavering support and trusting me with looking after their teenager out on the stages.

Steve's dedication, experience, attention to detail and preparation is again, second to none, and makes sitting in the car very very easy. That preparation is clear to see when we have never had to lay a spanner on the little iQ for the entire season. The hours of R&D and development, I simply can't imagine. There were very few motorsport parts even available for the iQ when the build was taking place so Steve and Rob have had to make the majority themselves.

Also a huge thank you to Dom Brayfield, Tom Grice, and Ben Jones for crawling around underneath, fitting tyres, changing Passat punctures and wing mirrors and of course the banter. Without you boys this year wouldn't have been possible. Thank you

Not only have those lads got us through the year, they slept for 6 hours in 48 as they turned Mark's Escort around from bodyshop to scrutineering in just 6 days and again, they never had to put a spanner on it! Congratulations to our teammates Mark Kelly/Neil Colman on their 2nd overall. To have both cars in podium positions is an absolute credit to you all.

This season also simply wouldn't have been possible without all our sponsors, Steve Brown from Questmead Ltd was the first to offer help through Mintex Brakes UK & Ireland and FUCHS Lubricants UK plc. Then D Whittaker Crash Repairs, Hunter Engineering, and Brad Blunt (Blunt Force Products) came later and finally Rob becoming Professional MotorSport World Expo British Junior Driver of the year. Thank you to every single one for putting your faith in us. We hope we've done you proud.

What's that saying? I'll save the best till last! Yeah that's it... I have to say another, final, massive thank you to my wife Helen Williams for your support and understanding in letting me disappear for numerous weekends chasing around the country doing crazy things in cars and putting up with being a rally widow, the year long highs and lows and rally chatter and stories. Without that I wouldn't achieve half the things I do

Formula 1000
RALLY CLUB



Rob Cotton / Chris Williams

Ford Parts Cheviot Stages Rally

in memory of Keith Knox

14 Mini crews descended on the Military ranges of Otterburn to compete in the **Cheviot Stages Rally** for the 7th Round of the 2018 HRCR Mini Sport Cup

Competing over 12 challenging stages, our crews were certainly put to the test in a battle with the elements! Despite the awful weather conditions, the Cheviot Stages Rally was enjoyed by the majority of the crews that competed.

It was unfortunately a bad event for Shane Gamble/Bob Ward who were plagued with a misfire at the very start of a loop of 3 Stages, the team were caught and passed by 8 cars! Back in service, and the issue believed to have been cured, Shane & Bob set back out for the next loop of 3, only to be struck with the same misfire again – turning out to be an issue with the condenser, resulting in 5th MC2 and 7th Mini overall.

Peter Ellerby/Ben Anderson's notorious bad luck continued to taunt them, after blowing a head gasket out competing at Flanders in Belgium, Peter has had the engine completely re-build and fit with new pistons – only for the engine to seize after Stage 3 of the Cheviot!

We would like to send our best wishes to Ian Clare/Antony Elkes, who unfortunately suffered an accident on the event and have been recovering in Newcastle Hospital's spinal unit – we're happy to hear that Ian has now made it home, and that Antony is moving to a more local hospital. We hope it's a speedy recovery and that you're both back out rallying with us soon!

Louise Thomas/Heidi Woodcock had a good run, despite the difficult conditions and a couple of close calls, with Louise adding that, *"Most of the crews were re-routed many times due to accidents and cancelled stages. It was a very mentally and physically challenging Rally and unfortunately we were on the scene after Ian and Antony had their awful accident – but we were able to help and give support. It was very difficult to compete on the last few stages after seeing so many accidents that had taken place."* The girls still managed to enjoy the event, and bag another great result – 2nd MC4 and 6th Mini overall, a result that we believe has won Louise & Heidi 1st place in the Mini Sport Cup Open Class for 2018.

Newcomers to the Championship, Andy Jarman/Paul Davies had an impressive first run out, with many other crews commenting on Andy & Paul being crazy to choose the Cheviot as their first event due to it's difficulty! Andy mentioned that he and Paul, *"had a fantastic time and we will be there next year!"*. It was a superb starting event for Andy & Paul who finished 10th Mini overall, and are now looking forward to the next round at Hall Trophy – even having booked their hotel for the 2019 AGBO!



Photos courtesy of Carl Leavold.

Continued on Page 31

Cheviot Stages

Continued from Page 30

Craig King/Clare Bird were under strict instructions from their dads – (Clive King & Anton Bird), that they needed a good, solid run and a finish to bag themselves the overall Cat 3 win for the 2018 oldSTAGER Championship. Luckily, Craig & Clare had no 'big moments' and the car ran well, with Craig adding that, *"we even decided not to rev the car past 6500 rpm! The car ran faultlessly though and other than having no intercom for the first three stages, we had no problems."* This caution proved to be the right decision as Craig & Clare were setting good times placing 4th MC2, 5th overall AND winning the Cat 3.



Going in to the penultimate round with high hopes for the event, as a result of their new Mini Sport engine, Clive King/Anton Bird got off to a fantastic start to the rally. Despite the extremely slippery conditions, the regulations tyres did their job and kept the Mini crew stable on the wet stages. An unfortunate mix up with the notes in Stage 2 cost the pair valuable seconds, however once the team had solved the issue it was back to focusing on having a great run. Running in loops of 3, the Stages were extremely quick, with the Minis reaching speeds of up to 110mph. Clive added that, *"during one of the Stages the heavens opened – it was like a monsoon! There was water running right across the Stages and we, like many others, ended up aquaplaning! We pushed on and managed to get through that, only to be met by blizzard conditions in the next stage, visibility was so poor that you couldn't even see 100 yards in front. On to the next stage, we were met with glorious sunshine! Honestly, we had it all."* Luckily though, the Mini ran faultlessly all day, all the pair had to do was fuel up and they were setting quicker times than they had done for the rest of the year... *"I'm just a bit naffed at Cressey beating me – I told him he needs to be slowing down at his age!"* Clive joked, having had a terrific run finishing 2nd MC2 and 3rd overall!

John Cressey/Martin Cressey were back out with us for the 7th round, this time with something to prove! John was determined to finish with no issues, and finish he did... Despite water causing a particularly bad misfire for several miles of Stage 3, John & Martin were fortunate to be due back in service where the issue was quickly fixed. Back out in Stage, the traitorous weather conditions resulted in the pair spending much of the day in various different angles other than straight, however, the car was absolutely smashing and John & Martin were delighted to have a near faultless run. Stage 11 being cancelled, and a lengthy hold-up prior to the final stage, resulted in John & Martin having to complete the Stage without spotlights and in the ever-fading light, with John joking that, *"it wasn't great at my age and with my eyesight!"* The lack of light wouldn't stop the father & son team, who battled on to finish 1st MC4 and 2nd overall – fantastic practice for when they compete in the Pokerstars Rally in less than two weeks time!

Congratulations to Ray Cunningham/Jared Gill on being crowned the Champions of the 2018 HRCR Mini Sport Cup! Having the lucky number of fellow Irishman Paddy Hopkirk on their side – being seeded at car 37 for the Cheviot (Paddy's iconic car number for winning the 1964 Monte Carlo Rally in his Cooper S 33EJB), Ray & Jared have been truly unstoppable this year, their sensational Stage times have resulted in wins at 6 out of the 7 rounds that the crew have competed in. With the Cheviot Stages being no exception, Ray was delighted to finally get his wet event – mentioning that it takes away any power advantage that the modern cars have. Ray also added that, *"I felt had driven the first stage a little to cautious, but got settled in on the second and worked away from there for the day. The car ran faultless all day, only needed petrol. Apart from a scare on crossing the wooden bridge and being held up by a Mk2 Escort for 2 miles we had no major dramas!"* Dominating the leaderboard, the pair have already secured their victory in the 2018 Championship, needing to carry only 5 results with them for the HRCR Mini Sport Cup & old STAGER respectively, the crew cannot be beaten!

Results

O/A

- 1st – Ray Cunningham/Jared Gill
- 2nd – John Cressey/Martin Cressey
- 3rd – Clive King/Anton Bird

MC2

- 1st – Ray Cunningham/Jared Gill
- 2nd – Clive King/Anton Bird
- 3rd – Roy Jarvis/Luke Greaves

MC4

- 1st – John Cressey/Martin Cressey
- 2nd – Louise Thomas/Heidi Woodcock
- 3rd – Martin Melling/Carmel Venables

Retirements

- Peter Ellerby/Ben Anderson – Stage 2
- Dave Evans/Tom Aleksandrowicz – Stage 2
- Ian Clare/Antony Elkes – Stage 7
- Stephen Robinson/Neil MacDonald – Stage 9

BAMA Mud Master Navigational Trial

For a number of years Donald Urquhart has competed on the Berwick classic in his S3 Land-Rover and he has often asked us to marshal on the British Army Motoring Association's Mud Master Trial which is a two day daylight event run by him in the area between Glasgow and Edinburgh. This year we finally made it to the event which had attracted an entry of over 60 four wheel drive vehicles plus 13 Man trucks, yes Man trucks. The entries seemed to come from far and wide including a strong contingent from Northern Ireland and representatives from the Army, Navy, Air Force and even the Military Police complete with flashing blue light.

We were firstly allocated to a time control on the edge of a forest near Whitburn where crews had spent forty minutes orienteering in their vehicles. The event ran to a road rally format but with orienteering sections, trials sections, timed special tests and some road rally type road sections. The range of vehicles was interesting: primarily all possible variations and ages of Land Rovers, Discoverys, a Range Rover and a small number of Japanese 4 * 4s. We only had two casualties on the first section – one Land Rover suffering from a blocked fuel pipe and an army crew who radically overestimated the off roading capabilities of their vehicle and had to get towed out of a bog after getting well and truly stuck. To put it in context the course car was manned by the two guys who do the Berwick Classic in a Freelander one of whom, Neil Watterson, is the editor of Land Rover International Magazine and they thought that 20 mph average was a tough challenge.

We then headed off to marshal a passage control near the Forrestburn hillclimb which was at the end of a long "white" which was very grassy and slippery. The crews loved it and there were big grins at the end of the section particularly from the two "fake" country gents who looked like they had come straight from Savile Row in their old Range Rover complete with velour seats. For anyone with a 4*4 who likes historic rallies this looked like a great way to spend a day. The entry fee for the two day event was only £ 60 .We were lucky as the weather was brilliant as you can see from the photographs it was still muddy enough to be pretty challenging. The event was won by Scot's crew Kevin Fulton and Alan Morrison in a Land Rover.

Stuart Bankier : Berwick MC





Autosport International BTRDA Clubmans Rallycross Championship Croft

Maximum score concludes title-winning campaign for Lynch

Wigan racer Tony Lynch brought the curtain down on his Autosport International BTRDA Clubmans Rallycross Championship in partnership with Toyo Tires campaign with another maximum score at Croft.

Westhoughton-based Tony made the trip to North Yorkshire having already provisionally secured the Supermodified class title at the wheel of his Lucas Oil Team Geriatric-run Ford KA, and with his eyes on the overall title.

Although his hopes of securing the main crown would ultimately be ended by a stewards decision related to the previous event at Blyton, Tony was able to enjoy another strong showing on track that further showed why he has been the man to beat in the Supermodified class this season.

Recovering from a minor incident in the opening heat of the weekend, Tony secured victory in heat two and then finished second in heat three to put him on the front row of the grid for the point-scoring final.

Battling hard on track with former rival Dave Bellerby, who was racing at Croft in a guest capacity, Tony eventually crossed the line in second spot to secure maximum championship points for the sixth time this season.

It allowed him to confirm his position as Supermodified champion on his return to the BTRDA scene, whilst he also secured second in the overall standings.

"It's been a strong season for us on track and to have ended the year with a championship title is fantastic," he said. "Of course it would have been nice if we could have secured the overall crown but it wasn't to be and congratulations to Luke Constantine on taking the championship.

"I've really enjoyed my return to the BTRDA series this season and it's been a good battle with Patrick Ryan across the year for the Supermodified title. As ever, I'm proud of the way the team has worked tirelessly to allow us to come out on top, and I have to thank them all for the effort they have put in.

"Also a huge thank you to Lucas Oil and all our sponsors for their support because if it wasn't for them, we wouldn't have been in a position to go out there and fight for a title this season.

"Now we'll take some time to celebrate our success and decide what we do for the future."



Gemini Communications 2018 Events Calendar



The 'Twenty-Second' Magnificent New Golden Microphone Trophy - 2018 Gemini Team Radio Championship Presentation Event.

I would like to invite all the Gemini Team to our annual social get together along with our Radio Championship presentation of awards.

Following the request for the best suitable day for everyone, we have now a confirmed booking at our usual eating and drinking establishment at the Dressers Arms at Chorley just off M61, to meet for 2:30pm on Saturday 22nd December.

The food deal that we have enjoyed for a number of years is still ongoing, but last year following a change of ownership this menu was upgraded to Sirloin steaks and free sweets along some soft drinks. Again the deal we have booked is a Sirloin Steak or Gammon and a Fish option with a bottle of wine. Please remember the wine is in with the meal for you to drink or take home with you or both as you wished.

There is the usual fine selection of cask beers, usually about 6 - plus many other keg beers and lagers, lots of malts etc - you will need a driver if you get the taste!.

Please let me know if you wish to attend.

Bill Wilmer



1998 - 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

Golden Microphone Trophy 2018

After R24 @ ANGLESEY

O/A	Call Sign	Operator	Score
1	G 23	IAN DAVIES	147 points
..	G 01	BILL WILMER	147 points
3	G 59	MAURICE ELLISON	140 points
4	G 25	CHRIS WOODCOCK	117 points
..	G 13	STUART DICKENSON	117 points
6	G 56	TONY JONES	107 points
7	G 21	DEREK BEDSON	99 points
..	G 04	IAN WINTERBURN	99 points
9	G 02	GRAHAM COOKSON	98 points
10	G 11	MARK WILKINSON	97 points
11	G 50	DAVID PEAKER	87 points
12	G 03	LES FRAGLE	79 points
13	G 17	ROBIN MORTIBOYS	70 points
14	G 33	JOHN ELLIS	75 points
15	G 55	STEVE BROADBENT	59 points
16	G 32	BRYAN FLINT	54 points
17	G 14	ADRIAN LLOYD	50 points
..	G 38	SEAN ROBERTSON	50 points
..	G 41	JERRY LUCAS	50 points
20	G 48	PETER LANGTREE	48 points
21	G 06	DAVE CROSBY	40 points
..	G 58	GEOFF INGRAM	40 points
..	G 26	MARK DICKENSON	40 points
24	G 09	KEITH LAMB	39 points
25	G 31	DUNCAN STOCK	38 points
26	G 19	JAMES ATKINSON	35 points
27	G 70	DAVID MAINPRICE	30 points
..	G 24	PAUL HENRY	30 points
29	G 42	ROGER WHITTAKER	20 points
..	G 07	TONY & AVRIL LEE	20 points
..	G 19	JAMES ATKINSON	20 points
..	G 65	BRIAN EATON	20 points
..	G 53	TOM & VICKY MERCER	20 points
34	G 46	RAY KAVANAGH	18 points
35	G 28	ANDREW TAYLOR	15 points
36	G 64	DAVID BELL	10 points
..	G 10	BRIAN KENNEDY	10 points
..	G 39	KEVIN JAMES	10 points
39	G 25	GERRY MORRIS	5 points
40	G 05	STEVE COOMBES	0 points

Radio Mutterings

The Neil Howard Stages Rally and Fireworks in association with Graham Coffey Solicitors, Oulton Park 3rd November

It's a crisp autumn morning as I slip over the Mersey Gateway crossing and down into Cheshire and on to Oulton Park for this Bolton-le-Moors Car Club event. The event is the first round of the important season four of the Motorsport News Circuit Rally Championship, which ensures a varied and quality field. After signing on with Bill in the circuit control tower it's time to head out onto the circuit and to my usual split / merge spot at Junction 3, the entry and exit for the watersplash and a site that usually guarantees a busy day !!.

The excellent colour programme and marshals instructions are welcomed and soon the 'orange army' are alongside me and we are ready for first car due off just before 9 o'clock, just as the enthusiastic early crowds begin to fill the cavernous circuit car parks. 3,2,1 and we are off at 08:55 for what proves to be a busy and challenging day.

For the first pair of stages I am observing and lap counting at the merge, usually a busy spot as crews get to grips with the technical challenge of is that lap two or three etc. Maybe it's practice or everyone's awake but all 93 crews manage to navigate more or less the complexity of the merge. Unfortunately life elsewhere on the stage remains a significant challenge. Car 12 is reported off with 'mechanical issues' at Junction 12; Car 44 goes off with a bang and plenty of smoke at Junction 6; Car 63 drops a drive shaft at Junction 8; and finally Car 80 is reported stopped also at Junction 8. As in previous years the recovery crews are doubled up with Gemini Recovery and Bulldog Recovery headed for a very busy and uplifting day !.

The pace doesn't let up with the second run as the 86 remaining runners continue to pit themselves against the Oulton Park rally stages. Car 226 hits trouble at Junction 8 and is pushed off the stage and clear; Car 76 needs recovery from Junction 6; and finally for this run Car 98 needs recovering after a very hard contact with the unforgiving circuit barriers out at Junction 8 (a busy location all day for Gemini 38). Very annoyingly one competitor decides despite the clear warnings in the event and venue regulations to drive on the stage with a clear and deflated nearside front tyre. This was one JoF form I don't regret writing as their actions could have both seriously damaged the surface of what is after all a premier racing circuit and also put the future rallying use of the venue at risk. Thankfully no apparent damage was done but this was more by luck than judgement, very poor on their part with consequences.

For the next pair of stages I need to slightly reposition myself as I am now at a rearranged split into the infamous, cold and deep 'Darcy Dip Water Splash', which the crews must tackle for the first time. The welly equipped orange army reposition themselves and the fun begins

Continued on Page 36



Radio Mutterings
Neil Howard Stages
Continued from Page 35

The second car, who else but Car 2 into the split comprehensively destroys it, as cones and signs fly in all directions and at 30 second starts and multiple cars on the stage it's way too dangerous to ask the marshals to try and rebuild, so we just carry on. I get my first confused driver of the day as Car 72 only decides to get their toes wet only once !. The lifting abilities of Bulldog and Gemini will be called upon after the second run as Car 58 out at Junction 5 needs a lift due to a gearbox problem and Car 90 is stuck out at Junction 17, so we see a total of 83 runners safely get to the end of their first watersport experience of the day. Unfortunately before the stage is complete Car 76 (a stopped car from the previous stage that couldn't be recovered in time) suddenly decides to drive back on to what is still a live rally stage, no helmets etc and head towards the finish...cue 'safety' call to Bill in Control with the Clerk. I know you have to be prepared for anything in this game, but really, driving onto a live rally stage when the last car is still to get through the water splash for the final time and through to the stop line !!. A suitable JoF is completed and made ready for collection.

The water challenge continues with Stage 4 and right in front of me Car 25 clatters the circuit barriers hard after the water and pulls off onto the grass with a broken wheel. Meanwhile Car 220 is off at Junction 5, with reported suspension damage and then Car 48 comes to a very smoky halt opposite the stranded Car 25 just in front of me, yet more business, not that they needed it, for the recovery boys.

With so many recoveries time is tight and as the stage is turned around the recovery crews get busy. A radio shout from the field advises that Car 58 from the previous stage is going to self recover, so he is crossed off the list and everyone gets on with the business at hand. Unfortunately the final safety car run then finds a stranded Car 58 blocking the stage at the chicane at Junction 4, just out of my and other radios sight !!. His best of intentions self recovery rapidly turns into a delayed stage start as Gemini Recovery is re-tasked to go back out onto the stage for what even worse turns out to be a suspended lift of the stranded car, if they had waited for their planned recovery in the first place they would have been back in the paddock a long time ago XXX !!.

For the next pair of stages my split duties into the water splash continue and the action finally resumes at nearly two o'clock. For some reason the unintended break seems to have broken some crews concentration and the stage errors begin to emerge, left and rights get mixed up at the split, although to be fair nobody throws their car into reverse or cuts the line of cones, but my pen gets plenty of exercise filing in the subsequent JoF forms. Stage 5 only sees the loss of Car 56 yards from the start as a driveshaft calls it a day. Stage 6 is live at quarter to three and all of the cars for the very first time make it safely to the stop line, although more left and tight confusion is noted.

For the penultimate pair of stages the water is avoided and the cars split at my junction into the different stage loops. There is a slight delay to the start as the CMO is called to the Med Centre to attend to a driver who has self presented after coming off the stage earlier in the day. Any major delay is avoided however as Ian Thompson a registered Paramedic is aboard Stoke Rescue and volunteers to step in temporarily for the CMO role so that the stage can start, many thanks Ian for your quick thinking and actions.



Continued on Page 37

For the final stage of the day it's a short 2.7 mile final blast through the blackness of a night time stage and I'm reduced to counting the number of cars flashing by me, before the event finishes with a huge bonfire and fireworks show opposite cascades. Of the 93 who started the day, despite the high numbers of recoveries a very credible 68 make it to the stop line for the final time. Next for me it's back into the MSA classroom for some compulsory Radio Controller training and then later in the month the trip over to Blyton.



Bolton 17th November 2018.



The day is built around the Stage Rally Safety Requirements or SRSRs (edition 4), already rebranded with the new corporate identity as 'motorsport UK', although if I had a pound for every time the trainers or audience said 'MSA', I'd be quite a rich man, or at least enough for a round !. We start off with a quiz to test our current knowledge of the SRSRs and out of the ten questions the best score is a 9 in the room, not bad, although there are calls for a 'stewards inquiry' on one or two answers.

First on scene training cascaded across the sport

Spectator management, safety code and posters

Media accreditation

Prohibited areas

Safety Cars and Delegate for spectator safety

Guidance for assisting cars back onto the road

NEXT ON COME

Radio Mutterings, Radio Controllers Training **Continued from Page 37**

It's a fine morning as I motor over to the Mercure Hotel in Bolton for my first, now motorsport UK Radio Controllers Training Day, something each Controller must attend at least every three years. The course is run by the threesome of Jon Cordery, Chrys Worboys and Joy Hewson. There are a number of different controllers present, but Gemini dominate with seven licensed controllers in the room, including of course the very local Bill Wilmer and even more local Dave Crosby.

The day is built around the Stage Rally Safety Requirements or SRSRs (edition 4), already rebranded with the new corporate identity as 'motorsport UK', although if I had a pound for every time the trainers or audience said 'MSA', I'd be quite a rich man, or at least enough for a round !. We start off with a quiz to test our current knowledge of the SRSRs and out of the ten questions the best score is a 9 in the room, not bad, although there are calls for a 'stewards inquiry' on one or two answers.

We begin with film of an accident involving a radio car in Spain as a competitor loses their brakes and crashed through the junction and into a radio car, reminding us all of the importance of our own and others personal safety. The session as I say is structured around the SRSRs and we explore the contents of the requirements and the role of the Radio Controller in working within and applying this important mandatory guidance. As the session progresses it's clear that there are some contradictions in the guidance v the 'blue book' and at times what would make practical sense. As we progress through each section the real value is the collective experience in the room of many, many events and the real life examples of where the requirements have helped or in some cases hindered an event.

As the session progresses it becomes far more interactive as we discuss particular issues such as mandatory v supplementary radio locations, the role of safety cars and delegates and at times our nemesis the 'media'. It's fair to say that on the whole the debate is constructive and various suggestions are made to improve the SRSRs. and their practical use. For example the different interpretations by safety delegates of how a red flag should be shown and to which cars; the practical suggestion of writing on the back of the safety code signs that face spectators the signs letter code, thus clearly slowing the passing safety cars which sign is where; and finally the use of a simple incident summary form to allow marshals or radio marshals on the scene of an incident to record simply the critical information that is needed to be passed back to Control. One of the key debates was the frustrating delay to the introduction of vehicle tracking, including in car comms, that is described in the SRSRs, but which seems ever further away in the future. The clear consensus was that in the absence of the technology being available any time soon, this section should either be removed or much more clearly worded as 'not yet available'. A break from the PowerPoint provided time to show the 'first on scene' medical advice video to remind us all what we can and should do at the scene of an incident.

The Plastics for Performance **Hall Trophy Rally,** **Blyton 24th November 2018.**

After an overnight stay in the fine city of Lincoln it's an early rise for the twenty odd minute drive across to Blyton and the Hall Trophy Rally run by our friends in Clitheroe & District Motor Club. The event is famous for it's support to marshals, with not only breakfast and lunch vouchers but also a cash prize draw, all led by our very own dynamic duo Maurice Ellison (Gemini 59) Chief Marshal and Chris Woodcock (Gemini 25) Clerk of Course, with a key supporting nomination for Barry Kennedy (Gemini 10) Chief Scrutineer.

Once signed on with Maurice it's time for me to join Stuart Dickenson in the Gemini Radio Control. With a full entry of cars, we have a splendid total of 79 starters for the event, which for the first time (probably in living memory) is held in positively barmy and dry conditions !.

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Clitheroe & District Motor Club 
Saturday 24th November
Hall Trophy



Radio Mutterings, Hall Trophy Stage Rally Continued from Page 38

With the slick CDMC organisation in full flow the event starts on time at 09:00 as the first cars fly off the start line, unfortunately a little too lively as the circuit noise monitor Ian, next to radio control records a few cars with noise levels above the permitted levels, cue call to Chris.

Along with the usual suspects ie MkIIs, scoobies and the like there are an amazing dozen or more Minis yes Minis in the event, as the events is the final round of the wonderfully nostalgic and entertaining Mini Sport Mini Cup. The cars are immaculately turned out, with their own 'mini' pit area, harking back to a previous age of sporting endeavours. Amongst the crews is our very own Heidi Woodcock, navigating in the splendid looking Mini Car 56. The action out of the control room window is fast and furious with cars it seems flying around the challenging Blyton circuit. Amongst the cars is a very unusual entry at Car 20, a fine looking and rare Renault Alpine A110, very oddly according to the entry list this is driven by a "Trevor Smithson (it is a pseudonym)". Who was the masked man in Car 20 ?, sadly we never got to find out but their driving style left quite a lot to be desired, probably made worse by the misfiring engine, sapping the car of any decent performance. In the end all 79 starters completed the first stage, another 'first' along with the fine weather for Blyton. Stage two is a repeat performance with the Minis in particular throwing themselves with precision into the challenging stage and once again all 79 starters made it to the stop line.

After a slick turnaround the action resumes with Stage Three at 10:41 and for the first time a few of the cars begin to exceed either the limits of the track, the car, their talent or all three. Car 10 is reported off at Junction 6, with a driveshaft gone and a little later Car 35 one of the Minis hits trouble at Junction 9/10. Unfortunately a championship is lost at this point and the radio crew report a 'Basil Fawltly' moment as a helmet is thrown away in angst !! In the end these two cars are the only losses in stage and 76 crews head to the stop line. Stage Four is again and rather oddly uneventful for Blyton, not counting the small fire involving Car 66 on the stop line and it's another 'I counted them out and I counted them back' moment, with 75 cars running. A short run out is then in order for Tiger Recovery and the two stranded cars from the previous stage are soon back in the service area.

Further more dramatic changes to the layout herald the last pair of stages before the unique Blyton 'pie & peas' lunch break. Stage Five is off the mark at 12:34 and another couple of cars stretch the noise limits, although my hat goes off to the crew of Car 5 who later return to Control and seek the sage advice of the noise official to see what they can do to mitigate the noise problem. The new stage layout certainly challenges a few of the crews and several judge of fact reports are called in across the circuit. Car 75 is reported as being so lost as to be suspected of using the later stage plans to navigate their way around, perhaps a case of 'having the right notes but not necessarily using them in the right order' !! Car 47 adds a little weight to their Ka, by stuffing several large cones beneath the front wing, Car 43 has a 'mechanical' off but rejoins and then Car 50 slows and then stops after the stop line. As cars come and go 77 are in and out of this fifth run.

Stage Six sees the loss of two cars in service but all 75 make it to the end of the stage, before the significant stage turnaround aka lunch break.



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**Radio Mutterings,
Hall Trophy Stage Rally
Continued from Page 39**

Stage Seven blasts off at 14:46 and after the break the action continues at a pace, perhaps too much of a pace. After only a dozen or so cars there is an urgent safety shout from Buccaneer 10 out at Junction 9 that a car has had a 'big off', involving a summersault series of multiple rolls off the stage. The stage is quickly stopped and Cam Rescue and Cam Medic mobilised the short distance from the start to the incident, involving Car 19. After a few tense minutes in Control we get the very welcome news that both crew members are out of the car and are shaken but not seriously hurt. After some discussion the decision is made to cancel the stage and we convoy the remaining cars WD the short distance out from the start and back through the finish.

Cancelling any stage is never an easy decision to make, but it was the right decision to make and ultimately it meant that we only lost the one stage and in the end could finish the event before the mandatory 18:00 curfew.

Once all the cars are safely convoyed back into the service area, we more or less went straight into Stage Eight, with the first car off the line at 15:21. In the end the stage runs without any more drama and a total of 71 cars make it to the stop line before the final stage turnarounds of the day.

As the light begins to fail, Stage Nine is underway at 16:21. Unfortunately it's not too long before another 'safety' shout from Eagle 9 out at Junction 2 where Car 79 has come off the stage on three wheels and ended up some way off the track but on the outside of the bend. After the usual OK Board and triangle are deployed we receive several more anxious calls from the scene as the crew express concerns as to the safety of their car. In liaison with Chris the decision is made to firstly issue a warning to all competitors on the start line and although there are a couple of perhaps near misses all make it safely past the stricken car. With darkness now fully upon us Chris sensibly makes the decision for me to mobilise Tiger Recovery to see if they can drag the car a little further off the stage. In the end Jon gets to the stricken car at the end of the stage but the damage ie minus a wheel means he has little success in dragging the car much further. After further deliberations it is decided to leave the car where it is and stress the warnings to all competitors at the start. In essence the choice was clear, go ahead with the likely suspended recovery and we lose the final stage due to the venue curfew, or after having risk assessed the incident proceed with the final stage of the day. In the end the correct decision is made and we safely see a final run of 67 cars in and out of the final stage of the day.

All in all another very successful CDMC event, with a full and first class entry and a club that really looks after it's volunteer marshals and officials. Next month it's first on scene training for me and then off into the Lakes for the Grizedale Stages.



Ian Davies : Gemini 23 : Radio Controller



One word can sum up this year's PokerStars Rally - WET!

Thankfully the Irish Sea gods were kind to me as the 02:15 sailing on the Ben My Chree from Heysham on Thursday morning was quite comfortable, although I think I'm getting too old for these through the night sailings, I was shattered for the entire day afterwards. Anyway, down to the Grandstand on Thursday evening to pick up my Manx radio kit and document pack, by this time the forecast rain had arrived and heading back north over the mountain was a tad wild, I would have said horrendous, but that adjective will be needed for another paragraph.

I already knew that I was rostered to do start line radio for Stages 1 & 4 on Friday night, and for three runs of Orrisdale, Stages 9, 12 & 15 on Saturday. But my plans to go and watch the Friday lunchtime Shakedown were scuppered as I was needed for Stop line radio duty on that too.

Friday - Shakedown

A familiar Stop line position behind the Creg Ny Baa pub with a view over Douglas Bay, and it was clear to see why the morning ferry had been cancelled, it also allowed me to see the rain clouds rapidly approaching. Nothing really to note, everyone who had signed up for Shakedown got their laps in, and no dramas, those who left it late had some very wet roads to contend with, good practice for later in the day. A few mechanics, friends and family turned out to watch and get feedback from the drivers and I had a quick chat with Jason Pritchard, who was having a week-end out of the driving seat as his dad was piloting the NRG sponsored Focus WRC for this event.

Friday - SS1 & SS4 - Little London

With the weather forecast looking foul for the evening, it was off to the Druidale Road above Ballaugh for the opening stage. Its a great position for the Start Line with a spacious gravel bed to accommodate everyone who needs to be there. I've done mid point and Finish on this stage before but not Start, so as it turned out I was the only radio car to see the entire entry list roll up.

I was asked by the Clerk of the Course, via Bill Wilmer in Radio Control to issue an official instruction concerning standing water on the lower end of the stage, and knowing that bit of road I knew it would be flooding. The gravel bed where we parked was rapidly turning into a flowing river too.

Safety calls started coming in from Terry Holmes (Manx 10) as reports of cars being stranded, but thankfully crews OK, reached him on the Finish Line

I can now use the term horrendous, and it was, our timekeepers were having a miserable evening as they were battered by torrential rain and gale force wind at our exposed spot at Druidale so it was with some relief that they greeted the news that the 3 evening stages would only be run once, as the second run through to form Stages 4, 5 & 6 had been wisely cancelled.

As the back markers headed into the darkness it was time for our recovery team to get to work extracting a sizable number of stricken cars from ditches and verges. I stayed at the Start until my sister who was on Post 4 made it safely back down the stage and we headed home in convoy to Ramsey. I've never seen the main TT course so flooded, areas of it were completely under water, indeed the corner at Ginger Hall had become a flowing ford.

Saturday - SS9, SS12, SS15 - Orrisdale

Waking up to blue skies the next morning was a welcome sight, although the debris in the garden and on the roads was evidence of the wild night the island had slept through.



PokerStars : Continued from Page 41

Most of the flooding had receded as I made my way towards Kirk-michael and the Start Line of the 3 runs of the Orrisdale stage. Two handy driveways either side of the Start gave good accommodation to myself and the Rescue and Recovery vehicles, this stage was being run by the experienced Buccaneer Motor Club team, and my good friends Karen Spencer and Jon Binns were out in stage replacing stage signage that had succumbed to the overnight storm, but they were back in position ready for Stage 9 to begin and I was asked by Bill to remind them that we were running on 30 second starts, an instruction which was to prove aspirational at times.

Listening to the radio traffic on the other stages, I heard the unwelcome call to "stop the stage" from Stage 8 (Dog Mills) as the rescue team headed off to an incident. Cars that hadn't started that stage were redirected straight to us at, although with the inevitable delay in getting cars to us using alternative instructions we had a 13 minute gap without any cars, this gap has to be monitored as if it goes past the 20 minute mark, then safety cars have to be put back through the stage before competitors are allowed their run through. However we got all the remaining cars through and away to their first service break.

With the emergency services still dealing with the aftermath of the incident on Stage 8, it was decided that the second running of that stage (SS11) would be cancelled, so once cars had tackled Stage 10 (The Lhen) they would be coming straight to us Orrisdale, now running as Stage 12. By now the rain had also returned, although thankfully without the gales this time. Stage 10 duly recorded the only "same number out as they put in" of the entire event, and apart from a couple of mechanical retirements our stage also ran smoothly. Competing cars then headed to Jurby for their second service interval, and we tucked into our lunch bags kindly provided by Manx Auto Sport. So with service completed it was time for the final set of stages of this year's PokerStars Rally, The Lhen now running as Stage 13, and Orrisdale as Stage 15 (Dog Mills was still out of action so Stage 14 was unfortunately cancelled).

We hadn't been running for long when I heard another unwelcome "stop" call from Stage 13, with the accompanying dispatch of the rescue cavalry to assist. Remaining cars were instructed to bypass that stage and head to us. With a eye on the time, and wanting to ensure we didn't get a long gap in our stage, we lengthened the start interval to 2 minutes, then 3, then 5 as we desperately looked to our arrivals area for sight of the diverted cars. We had just one driver awaiting his final start of the day when suddenly the lane started to fill up with the welcome sight and sound of rally prepped cars. At last we could go back to 30 second starts. The Buccaneer team ran the timing post, like, well like clockwork, as my control sheet filled up rapidly. The next half hour flew by until there in front of me was the Saab, number 104, the sweeper. And that was that, goodbye hugs all round on the start line, and it was my turn to head to Jurby to return my borrowed equipment. Alas the champagne had been sprayed and applause duly given by the time I got there, so I headed home for tea.

Sunday - Ferry home

With the 8am ferry to Birkenhead beckoning, it was an early wake up and a still dark drive over the mountain to Douglas. The wild weather hadn't quite finished with me though, as I got to the Verandah the fog descended, then rain started as I cleared the Bungalow, by the time I got to Kepple Gate I was driving through hailstone, this persisted until Hillberry when it turned back to rain. I was pleased to see a relatively calm sea though as I joined to queue to check in at the sea terminal and was soon back onboard the Ben My Chree and sailing away from the island for the last time this year. As we reached Liverpool Bay, the clouds cleared and we had welcome sunshine for the rest of the crossing and our arrival into a busy River Mersey.

Thanks to all fellow radio operators, timekeepers and marshals. To the officials and organisers. And of course to the Drivers and Navigators. That's my marshalling finished for 2018. After 35 days spent in orange this year, including the Isle of Man TT, Manx Grand Prix, Wales Rally GB, not to mention some 2,000 cars lined up on the start of Liverpool Motor Club's Aintree Sprints, I think it's time for a little holiday, so my next blog will be aboard the good ship Columbus on a short cruise to the Netherlands and Germany next month



David Mylchreest's beautiful MG



***Car 42,
after an altercation with the scenery***



***Liverpool Skyline from Ben My Chree
as we arrived at Birkenhead***

October was a very busy month - I seemed to be away from home for a lot of it and no sooner had it ended and I was off up to Pickering for the MEM Malton Forest Rally. At 10am on the Saturday 9 of us from Clitheroe & DMC meet up at the start of Cropton ready to set up the Stage. Matt Broadbent is Stage Commander, Tony Vart is Chief Marshal and Steve Lewis is Safety Officer for Cropton.

When we arrive, at the stage start it is very obvious that not sufficient stakes have been left there for us to do the set up. There are 40 stakes left for us. Steve Lewis has brought a further 70 stakes in his van 'Just in Case' but even with those we are well short. Matt gets on the phone and is told that the crew from one of the other stages had brought no stakes at all and our allocation had been diverted to them.

Mark Johnson and Steve Broadbent are quickly dispatched to Pickering with the instruction '150, minimum, stakes ASAP' - the rest of us get on with setting up with what we had. By Junction 3 we were getting a bit short of stakes when the Cavalry (MJ & Steve) arrived back with a lot of wood and a saw. All the stakes need cutting to length and putting a pointy end on them. Despite the difficulties the set up was completed an hour and a bit quicker than last year.

Our Accommodation Guru (Tony Vart) had arranged for us all to be at the George & Dragon in Kirkby Moorside. What looked like a tiny village pub turned out to have spread its wings to various nearby buildings which caused several of our crew to wandering the courtyard scratching their heads trying to find their rooms (the main culprit being me). The food was brilliant. An early night for me (although others stayed in the bar to sample the wares) because we are all due back at Cropton start on the Sunday for 6am.

Matt, Varty & co set up the Clitheroe Gazebo at the Start line and are soon into signing on of the many marshals we have (over 130 get signed on - and a lot of those are Clitheroe Members). Chris Hewlett is with me at the Flying Finish. The WiFi system to the Stop Line works intermittently and we have to call every time over the PMRs rather than rely on the WiFi system. Once SS1 (Cropton) is closed it is out with the BBQ and the aroma of Burgers and Onions being incinerated fills the air.

SS4 (Cropton 2) is soon back up and running,. A slight improvement with the WiFi to the Stage Stop line but we still need to call all the times over the PMRs to be certain of giving every competitor their correct time.

No Problems to speak of running the stage, loads of marshals and even the weather behaved itself. Very enjoyable day. Clitheroe & DMC had three crews competing - Matt Hewlett retired in the mint Nova (car 170) on stage 5 when the rear trailing arm sheared, Martin Pavier (car 12) retired after the 2nd run of Cropton - looked like a blown Turbo but Dave Wallbank (car 19) surprised everyone by getting a finish, for a change, in the Evo. Various bets were being taken as to which stage would see the demise of Dave. They all lost and Dave finished

Next up (the following weekend) was a trip to the Isle of Man for the Pokerstars. Three of us shared the car for the trip across from Heysham to Douglas : Steve Lewis, Bill Wilmer & me. We sailed from Heysham on the Thursday which was a little rougher than previous trips. After checking into our hotel we made our way to the Grandstand and signed on. Bill is sent to the Tower to help with Radio Communications for the event whilst Steve and I get given our marshalling posts for Friday and Saturday.

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Grumpy Old Git

Still Wittering On & On & On



The 'Set Up' Crew



Martin Pavier



Dave Wallbank



Andy Stewart / Matt Hewlett



Grumpy Old Git

Continued from Page 43

Just before we head back to our Hotel for something to eat we get given a job for Saturday Afternoon - we are looking after the Sponsors Guests so that Mark Ellison can be released to carry out his real duties on the Rally.

After a surprisingly good evening meal (I dont expect much of the average Hotel for delivering good Food - so good we ate there twice. The other meal was Fish & chips in Peel on Friday Night)) and a leisurely breakfast we still have lots of time before our duties looking after the PokerStar guests so we decide to check out our Marshalling locations. All look good - so its back to the Grandstand. It really only needs one person to look after the 'Guests' so I am dispatched to the Shake Down Stage to marshal. When I return to the Grandstand Steve has finished his duties and has been given a change of Marshalling point for the Friday Night. Having a few hours to spare we nip up to Jurby to see if we can grab a chat with fellow Committee member Tony Vart who is sat in with Rhodri Evans (with who he Co-drove last year) in Car 40. Tony, however, was catching up on his beauty sleep although he did say it was some last minute alterations to his Pace Notes and it was only as we were leaving to grab a bite to eat that he turned up. After Fish and Chips in Peel we make our way to Point 2 on SS2 and the rain is coming down by the bucketful as we set up our marshalling point. The water is up to my ankles and we are both soaked when we get back into the car. Various Organisers cars go past our point and then we are told that the Stage start has been moved to Point 3. We strip down the furniture that we had just put up and Steve decides to strip down all the other stage furniture near to our location. Whilst he does that 000, 00 and 0 all go past us so when we get to the new Stage Start we have to remain there and not go to our new Marshalling point. The weather is atrocious and it is decided to only run the three Friday night stages just the once.

Our Marshalling Point for Saturday has not been changed. We are at Junc 11 on 'The Lehn" SS10. We get all the cars through the stage on the first run but only about 10 on the second run before someone stuffs it off and thats it for the day. On the way back to Douglas we have to pass Jurby so we call in and have a look around the finishers and a chat with Varty. - They finished 16th O/A but the drive of the event must go to Car 42 Kevin Davies / Dylan Jenkins in a Road Rally Spec 4 Door MK 2 Escort who lead after the Friday night stages and dropped to 3rd O/A as the roads dried on the Saturday.

Thursday the 15th of November was supposed to be the Morecambe 12 Car Rally. Derek Shepherd - Morecambe CC Secretary, sent out an email 8 days before the rally, cancelling the event despite a full entry, (but not one Morecambe Car Club member had entered) I despair - something about organising something in a brewery's springs to mind.

I attended the ANWCC quarterly meeting and picked up £50 in the monthly marshals draw. A brief report on that meeting is on Page 4. Next on the meetings front and it was SD34MSG - Knutsford & DMC have joined SD34MSG and the Knutsford Targa will be run as a Duel Permit event meaning it can be part of a Championship. A summary of that meeting is on Page 3

I have been going to Blyton since 1995 (first stage rally run at Blyton - I think) and this, in my opinion, one was the best one yet. We had a full quality entry with loads of reserves. We had 93 Signed-On Marshals. We had reasonable weather. We had very slick turn rounds of Stages. The most important thing is - we all had a lot of fun. Brilliant weekend. Thanks to everyone involved

I think my last event of the year will be the Grizedale Stages on the 8th of December. First of 2019 will be Malton MCs Ryemoor Trophy



HALL TROPHY



Nissan/Renault/Mitsubishi Chief Dismissed

There's only one story in the industry this week and that is the dismissal of Carlos Ghosn who heads up these three manufacturers. Since the departure of Ferdinand Piesch from VW Ghosn is undoubtedly the highest profile boss in the industry. Enormous financial irregularities and misuse on company property for personal purposes are cited and no doubt more will emerge as time passes. Ghosn has been arrested and currently languishes in a Tokyo jail.

His biggest achievement was perhaps not at Nissan but Renault where he turned around a company that had lost money for years. There may be consequences for Renault's motor sport activities. Carlos Ghosn personally approved the return of Renault to F1. In fact it's said that he personally approved an increase in their budget required to persuade Daniel Ricciardo into a Renault for 2019. Whoever replaces him may not have the same enthusiasm?

Nissan themselves may face legal action and massive fines if they are found to be partly responsible for the scandal. One problem is that the company raised 60 Billion Yen by issuing bonds last month when they knew their internal investigation was already proceeding.

Nissan have now formalised Ghosn's dismissal with immediate effect. Mitsubishi are meeting before the end of November to discuss the matter but it is widely expected they will do the same. However mixed messages have emerged from Renault. The French government are a 15% shareholder and a senior minister has stated that dismissal is the only choice. However the Renault Board have decided to appoint a temporary Chief Executive while they "see how the situation develops". Renault bosses are not at all pleased that they only learnt of the investigation when it became public even though it had been proceeding for some months.

Apart from the personal consequences for Mr. Ghosn it will be interesting to see how the "alliance" between the three companies now develops. Certainly Renault are very angry and concerned that Nissan are exploiting the situation to grab more power within the alliance. Nissan hold a 43% shareholding in Renault who own 15% of Nissan, whilst Nissan also hold a 34% share in Mitsubishi which is enough to give them control under Japanese law. Some rumours say that Carlos Ghosn wanted to proceed to a full scale merger between the three companies and the accusations have been raised by other Nissan bosses anxious to prevent this.

All we currently know for certain is that this one will run and run, and that many lawyers will become even richer.

Why Not Hydrogen?

One of my hardy bunch of regular readers contacted me recently to ask if I understood why the industry was concentrating so much on the development of electric vehicles and largely ignoring hydrogen power. As my reader correctly pointed out a great deal of electricity is still generated from fossil fuels with consequent pollution, and this will remain the case for the foreseeable future. Hydrogen is 100% clean and cars using this power emit only water. Hydrogen powered trains are being discussed for UK use and there is a proposal to convert four million homes in northern England to use hydrogen gas for heating by 2034. Heating by fossil fuels accounts for 30% of UK carbon emissions.

Hyundai have produced a hydrogen powered car the Nexo which will be available to purchase next year which actually cleans the air as it drives. Using an advanced air purification system it filters out 99% of the very fine dust in the air it takes in and retains this in the vehicle rather than emitting it back into the atmosphere.

Mercedes, Honda and Toyota are amongst others still developing hydrogen cars. Some say it will be impossible to install the necessary refuelling infrastructure, but I can't agree with that. The fuel stations are already there, they just need to be modified to supply hydrogen as well as petrol and diesel. Only 120 years ago there were hardly any petrol stations in the UK. The infrastructure demands of widespread use of electric vehicles pose much bigger infrastructure problems in my opinion. We simply don't have the capacity to generate the required amount of electric power and building new power stations isn't a 5 minute job.

So I think it may well be that the headlong rush to develop electric vehicles may prove to be a very expensive blind alley, but currently it's one that all manufacturers, even those also developing hydrogen, are spending billions on. Recent news linked to this includes:

Bentley plunged into a financial loss blaming heavy investment in electric cars.

- Porsche announced that in 10 years time 85% of its sales will be pure electric cars, and that includes the 911!
- After having never ever made a profit Tesla actually did that in the last quarter as volumes of the Model 3 car started to get near their forecasts for the first time.
- Petrol and Diesel cars are to be banned from some streets in the City of London in a pilot scheme that could well see that ban extended to the whole of the Square Mile.
- One negative is that a study recently showed that the claims many manufacturers make for the range of their electric cars are “misleading” with some having a true range of more than a third less.

A survey of US motorists showed that they expect 80% of new cars sold to be electric by as soon as 2015.

The Most Dangerous Roads In Britain

Road no.	From – to description	Region/ country
A254	Between the junction with the A28 in Margate and the junction with the A255 near Ramsgate	South East
A603	Between junction 12 of the M11 and the junction with the A1134 and Newmarket Road	East of England
A5028	Between the junction with Bedford Road and the junction with the A45	East Midlands
A21	Between the junction with the A2100 and the junction with the A259 at Hastings	South East
A5028-A551	Between the junction with the A554 and the junction with the A553 (Wallasey)	North West
A1156	Between the junction with the A14 and the junction with St Helens Street and Woodbridge Road	East of England
A259	Between Whitehawk / Black Rock and the junction with the A26	South East
A6	Between the junction with the A589 in Lancaster and junction 33 of the M6 (Galgate) - Past Lancaster University	North West
A32	Between junction 10 of the M27 and the Delme Roundabout, and between the Quay Street Roundabout and the ferry terminal at Gosport	South East
A548	Between the junction with the A55 and the junction on the one-way system in Rhyl	North Wales

'Smart Motorways' and other forms of ripping off the poor old motorist

In the recent budget, Chancellor Philip Hammond revealed plans to invest £28.8 billion in the National Road Fund but not all seems as it should be. While the huge investment seems to be great news, digging a little deeper shows the true reason behind the decision.

Around £25.3 billion has been sectioned to Highways England to help build and upgrade motorways, with a heavy focus on smart motorways. Smart motorways have long raised suspicion as a cash cow for the government, with £100 fines handed out consistently for all manner of misdemeanours.

Cash cows

Figures show that from when smart motorways were first introduced to the beginning of 2017 a phenomenal £21 million pounds were raised from fines, including speeding and minor transgressions, such as driving in a lane which is closed.

Since then, over 200 miles of smart motorways have been built, double the amount there were previously, leading to the conclusion that an extra £20 million or so could have been raised. It seems clear that the government has realised this potential and so chosen to act on it in order to help generate some revenue for roads.

Variable speed limits have no doubt generated the most in fines, with many people caught out by the sudden changes that can drop to as low as 40mph. Smart motorways are designed to help keep drivers safe and reduce congestion, all which contribute to lowered emissions.

Highways England, speaking to SurreyLive in 2016 said "The government has been clear speed cameras should not be used to generate revenue and the vast majority of motorists are sticking to the speed limits,"

"Variable speed limits on smart motorways are designed to smooth traffic flow, improve journey times and reduce congestion for millions of motorists while also enhancing safety."

All for the best?

Aside from the cash cow issue, others have condemned the rise in funding for major roads as "not sustainable" and "gearing up to create more pollution that wrecks our climate."

Shadow Transport Secretary Andy McDonald spoke out on the decision to increase funding saying "With car dependency rising, public transport in decline and local roads in a state of disrepair, ramping up spending on major roads is the wrong decision."

"It simply isn't sustainable to repeatedly ramp-up major road spending, especially at a time when air pollution causes 40,000 premature deaths each year and climate change is threatening a global crisis."

The climate change argument is one that has been echoed across the industry, especially as grants to buy a new electric car have been cut. There has also been no relief for business who buy electric cars as the tax for low emission company cars to 16% for 2019 and then fall to 2% in 2020, a move discouraged by MPs and industry leaders alike.

"Peeing in the sea?"

Along with the £25.3 billion for roads, Mr Hammond also pledged an extra £420 million for pothole repairs, which would be made available immediately as the backlog from bad weather earlier this year continues to mount.

However, this figure has been dismissed as "peeing in the sea" by Mr Pothole, an anti-pothole campaigner. He pointed out that Kent Council alone had a £630 million backlog, and they had the second highest number of potholes in any county, ahead of Surrey which, back in January had over 6,700 unfixed potholes. The total sum to fix all of the potholes and bring the roads to an adequate state of repair would cost in the region of £9 billion, hence the "peeing in the sea" comparison.

The Asphalt Industry Alliance (AIA) also commented on this, saying that over 10 years an extra £1.5 billion would be needed to bring the roads to an adequate condition and "halt the ongoing decline."

VED increase

In a hidden segment of the budget, a small text portion revealed that Vehicle Excise Duty (VED) was going to increase in with RPI from April 2019. With VED now being ring-fenced to help maintain the Strategic Road Network, perhaps the thought process behind the increase was motorists may be happy to pay more if they know that it is going straight on roads.

For some motorists who are buying new cars, they could be paying an increase of up to £65 extra a year, coming into effect on April 1st, 2019, depending on the emissions level of the car. For most drivers this will mean an annual increase of £5 a year on their yearly payments, taking it to £145 for petrol and diesel cars and £135 for hybrids. This is now the third year in a row that VED has increased and another increase is expected in 2020.

Motorsport UK welcomes a draft report from the European Parliament's Internal Market and Consumer Protection Committee (IMCO), which recommends that vehicles used exclusively for motorsport should not be impacted by VNUK, an insurance issue that has been looming over the sport since 2014.

VNUK is a European Court judgement that threatens the future of all EU motorsport. It ruled that EU countries must look again at how they enacted EU motor insurance law in each country; the court's interpretation would require all motorsport vehicles to have compulsory third party motor insurance.

Motorsport UK has since been lobbying at the highest levels on behalf of UK motorsport, in conjunction with other industry stakeholders and the world governing body, the FIA.

In the latest development, the draft report from the IMCO focuses on the use of vehicles 'in traffic'. More specifically, the report proposes that vehicles used exclusively for motorsport should fall outside the Motor Insurance Directive (MID).

Hugh Chambers, CEO of Motorsport UK, said: "We welcome this latest development, which appears to be heading in the right direction, and will be working with the FIA to ensure a positive outcome. Motorsport UK has been making the case for excluding motorsport from the Motor Insurance Directive since 2014. The VNUK threat has not gone away but the direction of travel is looking more favourable and we will continue to lobby on behalf of all our members and stakeholders."

<https://www.motorsportuk.org/>

A teenage boy had just passed his driving test and inquired of his father as to when they could discuss his use of the car.

His father said he'd make a deal with his son, "You bring your grades up from a C to a B average, study your Bible a little, and get your bloody hair cut then we'll talk about the car."

The boy thought about that for a moment, decided, he'd settle for the offer, and they agreed on it.

After about six weeks his father said, "Son, you've brought your grades up and I've observed that you have been studying your Bible, but I'm vexed that you haven't had your hair cut."

The boy said, "You know, Dad, I've been thinking about that, and I've noticed in my studies of the Bible that Samson had long hair, John the Baptist had long hair, Moses had long hair, and there's even strong evidence that Jesus had long hair."

His father replied -

"Did you also notice that they all WALKED everywhere!"

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Lake District Trial *(ish)*

VSCC Lakeland Trial, a potted history of Drumhouse, a Lea Francis Special and the early days

A number of old car enthusiasts gather for a drink on the 2nd Wed of each month at Workington Golf club, they have been named The Dirty Fingernail club although not a formal club in any way shape or form they last met on 14th November another great turn-out even though some members notably Mike Mansergh and Alan Smith were recovering from recent operations and Kirk Rylands was in hospital having a pre op in readiness for a new hip.

We had a new person turn up on the 14th a young guy with an Audi R8 just to prove we are not all over pension age although many of us are but it is the interest in old cars that is the common thread, the young guys name was Aaron Spence who had fairly recently moved up to Cumbria he is the great grandson of a guy called Harry Spence who some older enthusiasts may recall as superb a trials driver in years gone by.

Harry along with his wife Molly were well known VSCC trials competitors for many years, great friends of Max and Pat De Redder and also of Frazer Nash man Dick Smith who is one of the stalwarts of our 2nd Wed group, sadly Max passed away about eight years ago but Dick is still very much alive and kicking and Aaron wanted a photo taken of Dick and him together as he had heard from his family what a great character Dick was. In fact he had been told by his family Dick was a living legend a fact that anyone acquainted with Dick would wholeheartedly agree with. Chris Spencer was appointed official photographer and recorded the meeting for the Spence family album.

Very appropriately the VSCC Lakeland Trial had just taken place the previous Saturday this being one of the toughest and it has to be said roughest of the VSCC trials but being held predominately in the lake district forests the challenge of trialling on the hard rocky terrain with unforgiving natural elements providing some formidable hazards it is one of the reasons the trial is always over - subscribed.

Dick recounted various tales of Harrys involvement in various VSCC trials but none more significant than when Dick being one of the original instigators and joint clerks of the course of the Lakeland trial which they started in the 1960s was having discussions with a local land agent who acted for one of the local Lords of the manor who owned thousands of acres of Cumbria. Dick and the land agent were discussing what Dick had been told might be a great section for the Lakeland Trial situated at a local slate mine near the top of Honister Pass, a place known to the quarry personnel as Drumhouse.

This was a quarry track, unbelievably steep at 1 in 2.5 yes that's right one in two and a half, very narrow, very rough, extremely bumpy with a sheer drop off one side of between 500 and 1000 feet as the track wound its way up clinging to the mountain side, It was so steep in fact that the quarry owners paid the workers danger money to operate the tracked vehicles on that particular route.



Continued on Page 50

Lake District Trial (ish) Continued from Page 49

Wondering about the viability of this potential section Dick contacted Harry Spence one of the most experienced trial drivers in the VSCC who promptly came up to Cumbria or Cumberland as it was then called towing his Lea Francis Special to test out the section, you really need Dick to tell the tale to do it justice but I will endeavour to do my best.

Dick said he and Harry went up to Honister leaving their two wives at home talking about what wives talk about (Dick's words not mine), once at the slate quarry offices which is now the Honister café Harry took off like a scalded cat up the rough mountain track with Dick hanging on for grim death being in great danger of being thrown right out of the car as the track was really rough and very bumpy indeed. Harry was driving like a demon giving it everything he could he was that sort of driver, evidently the track was much worse than it is now, the hairpins were much narrower and far steeper because these days they have been graded and widened to allow Landrover's and similar quarry vehicles to use the track for operational purposes.

When I was a child in the 1950s there were Via Ferrata type cables strung across the mountain bringing slate down in some form of buckets or little skips from the upper workings of the quarry as it was so steep and the terrain so difficult. Presumably the name "Drumhouse" has connections with the cables and winding drum needed for the aerial ropeway.

Having reached the top and survived the white knuckle ride Dick had second thoughts and considered that in reality it probably was far too dangerous which is rather unusual for him as his maker forgot to equip him with genes that would alert him to any sense of danger at all.

It was equally dangerous coming back down as some cars only have brakes on two wheels and some that possess four wheel brakes are decidedly inadequate as anyone who has driven an Austin 7 with standard production brakes will tell you, most trials Austin 7s these days have the optional hydraulic brakes as fitted to the later cars. Drivers find cars with rod/ cable brakes need to leave the adjustment backed off otherwise as the tiny chassis twists going over bumps the brakes apply themselves, but when backed off the brakes are pretty non-existent and with the hand-brake on the front wheels the descent would be a real buttock clenching trip!

Having mentioned the dangers to Harry who was prone to stammering when really excited said "no way its Ffffff????? ing great" tell them Harry Spence says this section will go down as "The" section in the history and folklore of VSCC trials, it is a section everyone will want to climb just as climbers want to climb Everest, the section must be used in the trial. So it came to pass Drumhouse was introduced at the very next trial, it's remained there for years and remains in the trial today, still daunting, still dangerous, a bit tamer than in the early days but continues to be the section everyone wants to climb and talks about both before and after the event.

You can only fully appreciate this story though if its told by Dick Smith but you can gauge just how funny it was if you look one of the photos I've attached showing Simon Riley laughing at the tale being told by Dick beside the bar, I was doing my utmost to hold my I phone steady enough to get the picture.



Continued on Page 51

Nowadays a big 4x4 is on hand to lower cars with poor brakes down the hill with a towrope attached to the rear of the competing car and current VSCC rules stipulate that passengers must walk down they are not allowed to ride in the competing car on the descent.

Many years ago I helped Max De Redder build a 1928 Austin 7 between Christmas and New Year in his very spacious residence Clifton Hall which had its stables, coach houses and former servants quarters full of old cars and car parts, the reg number of the 7 was RN132

which we built probably about 1982/3 era, the car is still competing regularly on the Lakeland and other events today so I've attached a photo of the car probably at Easter 1983 when we went to Holker Hall museum for its first test run which was a round trip of about 150 miles with Max's wife Pat De Redder and my wife Carol plus our daughter Claire following in Max's new 2600cc Rover SDI. Claire is seen sitting on my lap in the Austin 7 prior to our departure.

We used the Austin 7 a year or two later on a VSCC Scottish trial that was based near Coulter in the Scottish borders not far from Biggar it really was a fabulous trial in fact it still is and well worth making the effort to support it, these days it's run by the very experienced Jock McKinnon.

That year the VSCC held a dinner the evening preceding the event to celebrate 25

years of the VSCC Scottish trial, it was stated that not only had Harry competed in every trial that had been held but unbelievably he had done all the events in the very same car his beloved Lea Francis so they presented him and his wife Molly with an award. According to Aaron the Lea Francis is now owned by John Gill clerk of course of the current Lakeland trial but it's had to have a new chassis as it was full of cracks with botched up welding, Harry it seems was a much better driver than a welder !

The recent VSCC Lakeland was another huge success, many of us Cumbrians were involved in one way or another, competing, marshalling, organising, or enjoying the event in some way shape or form, it's the sort of event where you meet people just by chance, get on well with them and they continue the friendship and become great friends. For instance a few years ago we were able to help a competitor to get an Allard he was driving at Prescott going after it broke down by giving him a new spare coil of mine, this turned into a friendship like the ones I've mentioned. Because of such a friendship we had Dr Jonathan Rose and Sarah at our house for a bit of hospitality and the same Allard they were competing in on the Lakeland was the one that broke down at Prescott those years ago, originally owned and built by Sydney Allard himself it spent the night prior to the event in my workshop nicely tucked up with the rain and gales howling outside.

Fortunately the awful weather passed during the night and held off until about 2.30pm on Saturday afternoon so many people had a relatively dry event, those that were still out and about after 2.30pm will have a very different story to tell as the heavens opened and the marshals did a superb job coping with conditions in the heavy localised downpours.

With the rigid planning rules allowing virtually no new properties to be built in the Buttermere valley it looks no different now seeing a GN or an Austin 7 or similar car travelling along those picturesque narrow roads alongside Buttermere Lake than it did in the 1930s and 40s, the Herdwick sheep often lying in the road as they have done since roads were first constructed as the tarmac seems to attract the sheep as a bed for some strange reason. The tarmac was originally laid by steam road rollers many years ago, prior to that they were unsurfaced tracks of course but surfacing the road up Honister Pass would have really been a difficult job, someone told me they used steel cables and winches as the road rollers themselves didn't have enough grip with their steel wheels, it would be really interesting to see some photos or film of this work being done.

A few years ago Fred Dibnah went over some passes with his traction engine and made a documentary about it but Fred's traction engine was shod with rubber tyres so afforded much better grip than the steam rollers.

Lets hope with all the new regulations that seem to come out endlessly people will still be able to pit their cars and their skill against other similar individuals for many years to come, it is a real adventure for those taking part, provides great entertainment and a reason to visit Cumbria for lots of others and the event because its bringing lots of visitors to the area greatly benefits the local economy as well as providing employment for those with businesses up and down the country providing parts and services for these wonderful old cars.



NESCRO REVIEW – 2018

Despite a delayed start, the 2018 NESCRO season prove to be another successful year for historic motor-sport in the far North with another full programme of events and entries maintaining a healthy level, most of the regular crews returning and a few new faces joining the fray. The popular Challenge series went to the Hull based pairing of Dave Short/ Roy Heath in their well turned out Escort RS200 and, although they didn't enjoy the same dominance as 2017's winning crew, Andy Beaumont / Andrew Fish, they were still the class act of the season and were never far from the winners rostrum.

The 2018 competitive year got off to a somewhat delayed start when the traditional season opener, The Saltire Classic rally, fell victim to the "Beast from the East" and with Perthshire snowbound and unreachable, crews were left waiting impatiently for the action to start. They eventually got their opportunity on the Berwick Classic which attracted a very healthy 52 entries to the Border town for a two day event which had a new organising team at the helm. They produced an excellent event with some fantastic tests, the Berwick club always seem to have an abundance of venues to choose from, this years selection included a couple of huge wind farms and the Berwick Bandits speedway track, and these were supplemented with some extremely interesting and tricky regularities which certainly tested the navigators. Victory went to the local crew of Dougie Humphrey/ Chris Loudon (Cooper S) with HRCR regulars Paul Crosby/ Ali Procter edging out Daryl Staniforth for second spot.

June featured an event at each end of the month with the Wickham & District Motor Club's Shaw Trophy Rally first up, they had found some new tests, mainly on farm land and also included some old favourites such as the Fourstones Lime Works and the fast service road behind Egger's giant pulp mill at Hexham. Short/ Heath took the first of several wins on this event, fending off Michael Glendinning's indecently quick Nova and the Escort MK1 of John Bertram/ Ali Procter. The end of the month saw the action move to Cumbria and the ever popular Lake District Classic, run on a scorching hot day with many of the tests proving extremely dusty. Short / Heath chalked up another win on this extremely well run event.

The Hexham & DMC's Northern Dales is a fairly unique event, run entirely within the confines of the former giant cement works at Eastgate in Weardale, it attracted another 50 plus entries and provided non stop action all day and producing a win for the diminutive Riley Elf of Tom Hall with the well driven and almost totally standard Mini of Peter Metcalfe/ Guy Wickham taking the runners up spot. The action then moved back to Cumbria and the Brampton based Blue Streak Rally, run by the Spadeadam Motor Club who laid on a selection of tests which never strayed very far from the rally's base and included the usual mix of tests on Carlisle /Lake District Airport and the well known farm road tests complete with deep water splash.

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NESCRO



NESCRO REVIEW

Continued from Page 52

Victory went to the MG Midget of John & Marion Sloan from the Mini of Malcolm Mackay with the well used Porsche 911 of David Agnew/ Alan Jackson taking the final podium position.

The normally popular Wearside Classic unaccountably attracted a much depleted entry this year, only 30 crews turning up at the giant Nissan manufacturing complex for the selection of tests on the companies test track and service roads. This allowed some unfamiliar faces to appear on the results board with the win going to Lee Valentine with class awards taken by Ray Jude's Triumph TR7 and the Reliant Scimitar of Joe Harwood. The series then moved over the Border to Lockerbie and the South of Scotland Car Club's Doonhamer Rally which was another event with a new organising team. The 2017 event had been a bit of a disaster but the new faces got the show back on the road and produced an excellent event with the forest tests proving extremely popular. The Short/ Heath combo produced another sparkling performance to head the standings winning by a clear margin from Agnew / Jackson (Porsche) and the MK1 Escort of Dave Marsden/ Mike Garstang

You can always rely on the Wigton Motor Club to produce a well run event and this year's Solway Classic didn't disappoint with Stephen Palmer and his team coming up trumps with a really great days sport. Based in Workington, the event never strayed far from the West Cumbrian town and made good use of the giant former Alcan smelter complex which hosted several of the events tests although, unlike the previous year when the tests actually ran through the buildings, this time they were all outside in the open air. The event was won by Ulstermen Olly McCollum/ Noel Cochrane in their Austin Healey Sprite, the Irish crew making a rare but very welcome visit across the water. Short/ Heath took the runners up spot ahead of John/ Marian Sloan who were again deceptively quick in the little MG Midget.

The year ended, as it should in fact have began, with the postponed Saltire Classic and their decision to run the event was vindicated with a full 45 car entry, a host of NESCRO regulars making the trip up to Pitlochry. The rally featured a lot of familiar venues and gave the competitors the bonus of a trip round the beautiful Perthshire countryside, looking very colourful with the Autumn shades. Some interesting regularities kept both crew members on their toes and the usual mix of tests included several in the grounds of Taymouth Castle and the familiar blast round the Ardgulich caravan site where several crews disgraced themselves by sliding off the road. On an event which requires a great deal of concentration from both sides of the car it was no surprise to see victory going to the immaculate MK1 Escort of John Bertram and Andrew Fish.

The NESCRO Challenge points table saw Dave Short/ Roy Heath comfortably head the list having had an excellent and successful season, they were some way ahead of the next crew, Dave Marsden / Mike Garstang with some pretty impressive performances seeing John & Marian Sloan bring the Midget home in third spot. Further down the table there were some outstanding performances notably from Peter Metcalfe in his standard and very original Mini and the irrepressible Jim Hendry whose results belie the age of both car and driver. With most competitors already gearing up for the 2019 season and a lot of events firmly engraved on the calendar, it looks like the NESCRO series is set to continue its successful run.

Ed Graham Hexham & DMC and NESCRO



An Airbus 380 is on its way across the Atlantic. It flies consistently at 800 km/h in 30,000 feet, when suddenly a Eurofighter with Tempo Mach 2 appears.

The pilot of the fighter jet slows down, flies alongside the Airbus and greets the pilot of the passenger plane by radio: "Airbus flight, boring flight isn't it? Take care and have a look here!"

He rolls his jet on its back, accelerates, breaks through the sound barrier, rises rapidly to a dizzying height, only to swoop down almost to sea level in a breathtaking dive. He loops back next to the Airbus and asks, "Well, how was that?"

The Boeing pilot answers: "Very impressive, but now have a look here!"

The jet pilot watches the Airbus, but nothing happens. It continues to fly stubbornly straight, with the same speed. After five minutes, the Airbus pilot radioed, "Well, what are you saying now?"

The jet pilot asks confused: "What did you do?" The other laughs and says, "I got up, stretched my legs, went to the back of the flight to the bathroom, got a cup of coffee and a cinnamon cake and made an appointment with the stewardess for the next three nights - in a 5 Star hotel, which is paid for by my employer."

HEXHAM & DISTRICT MOTOR CLUB

THE CLIVE ELLIOTT MEMORIAL RALLY

The popular Hexham 12 Car Series ended it's 2018 programme with the Clive Elliott Memorial Rally and, as usual, the event was oversubscribed so a full 12 car field departed the Prudhoe Interchange start for a 60 mile run round Tynedale, starting off with a regularity which saw Ali & Bob Procter score best, dropping just 45 seconds with Jennings/ Brown next up on 1:22. The section to TC.2 featured two "Not As Map" triangles which caused a bit of head scratching , the Elands Alfa Romeo dropping 4 minutes and Hewitt/ Lewis 3. While the Morton/ Huntsman Suzuki Ignis retired when the alternator belt sheared. TC.2 to TC.3, a run round the yellows near Sandhoe and Aydon Castle, should have been fairly straightforward but unaccountably caused numerous problems and penalties were high although the Procters delay was caused when they stopped for the navigator to be sick !.

TC.3 to TC.4 was meant to be cancelled as the council had closed part of the section for roadworks but the marshals instructed the crews to try it anyway !! Unfortunately, the route instructions had been deleted so it was , quite literally, a shot in the dark and again, penalties were high, only Jennings/ Brown and Webb/ Tatt cleaning this one. By comparison, the run to TC.5, featuring a blast along the B6318 Roman road, was largely penalty free and some crews pulled time back while it was the turn of Warren Scott, navigating for Jeff Tait in the Escort, to feel ill. The run up to TC.6 near Wark featured another two "Not As Map" lay bys and although everybody found them, several crews didn't do so first time.

The roads up the North Tyne valley are gloriously traffic free and this proved so on the section to TC.7 which meandered round the yellows North of Wark and Birtley, finishing up on the A68 near Barrasford Park. Tait/ Scott dropped 10 minutes with the navigator unwell and Webb/ Tatt spoiled a promising run with yet another navigator succumbing to the dreaded heaving stomach. A run down the A68 and over a couple of yellows led to the penultimate control at Chollerton , penalties were light with only Tait/ Scott and the first time crew of Davison/ Charlton dropping any time. So to the final sting in the tail, the twisty yellow from Chollerton to Low Errington and a loop round by Bingfield to finish on the A68. Most crews managed to stay clean on this one although Eland/ Eland, Hewitt/ Lewis and Tatt/ Scott all dropped a minute.

A run in took crews back to the Dr. Syntax Inn where the usual buffet supper preceded the announcement of results showing an excellent win for Simon Jennings/ Andy Brown who had stayed clean following the opening regularity. They were well clear of second placed Alan Bennison/ Roy Hewitt with Luke Tait and Lynsey Procter taking third spot, a great result for the navigator's first attempt at a Hexham 12 car , could this be another Procter making a name for themselves as a navigator ?.

The 2018 Hexham 12 Car series remains as popular as ever and will run again in 2019 with the opening two rounds already organised. Providing cheap, affordable rallying for club competitors, the continue to be the "first step on the Ladder" for many aspiring competitors while the regulars just keep coming back for more.

RESULTS :-

1 st	Simon Jennings / Andy Brown	Peugeot 106	1:22
2.	Alan Bennison / Roy Hewitt	Proton Coupe	8:28
3.	Luke Tait / Lynsey Procter	Ford Fiesta	9:24
4.	Jonathon Webb / Ralph Tatt	Skoda Octavia	10:29
5.	James Hastings / Sophie Wickham	Proton GTi	11:29
6.	Ali Procter / Bob Procter	Ford Focus	12:45
7.	Chris Dodds / Pete Gibson	Proton	17:24
8.	Jeff Tait / Warren Scott	Ford Escort MK2	24:26
9.	George Eland / Ian Eland	Alfa Romeo	26:22
10.	Sally-Ann Hewitt / Mark Lewis	Mini Clubman	1F 34:31

Ed Graham : Hexham & DMC



Saltire Classic Rally

18th November

Having been snowed off earlier in the year the Saltire team worked hard to run their event again in the middle of November. An early start from Berwick saw the Alexanders *4, Ed Barber, Nick Grasse, Ken Forrest and myself heading for Pitlochry and the test we were to run at the Queens View Caravan Park which is on the road to Rannoch Moor. The caravan park is also their lunch halt so we ran the test before and after lunch but with 40 cars running at two minute intervals and a half hour turnaround at lunchtime we were there for most of the day.

Starting from Pitlochry the event comprised a number of regularities run on very quiet roads and over a dozen special tests. The event had attracted a very competitive entry with Berwick crew John Bertram and Andrew Fish running first on the road in their Mexico. However they were plenty of people from all over the country to chase their tails including Ian Dixon / Maurice Miller in their MGB GT, Dave Short / Roy Heath (Beverley) in an RS2000, David Marsden and Mike Garstang (Lancaster) in another Escort and the flying Wartburg of Tom Leeming and Clive Escreet complete with matching six wheeled Wartburg Transporter. The entry list certainly included a huge variety of cars and with a two minute gap between cars it gave us the time for a bit of a natter. Car 15 was a very standard looking RS1600 which seemed to be concours and apparently the owner had bought it at auction for £60,000. Further down the field in the Targa class were some far more modestly priced motor cars – and all pretty tidy too: there was a BMW 318i (£ 800 apparently), Citroen C2 (£ 250), Peugeot 106 (£500), Fiat Punto (£250) – I think you get probably the idea, definitely cheap motorsport. The Punto had already survived the Mull Targa and no doubt we will see it again.

Running in the early numbers was a beautiful, standard, British Racing Green MGB GT which seemed far too nice to rally. When we admired the car the navigator's comment was "aye – you know what sort of a car you need for this type of event ? – a shite one". I am not sure they will be back to do any more events.

The morning test went OK but after lunch everyone was trying a bit too hard with one or two wrong tests to start with and then there was an almighty bang just out of our sight at the last chicane. "Car off" was the call from Ken and unfortunately the Citroen C2 had whacked a tree bringing it to an instant halt, flattening the wing and deranging the front suspension. The crew were OK but the car had to be towed in reverse back down the hill. A few minutes later there was another minor off as a Saxo beached on some gravel and that had to be towed back on to the road. It arrived at the end of the test where we were and as it pulled away from us the back wheel made a bid for freedom so that was the end of their rally. Two more cars got a run before we had to stop again when the Peugeot of Wigton's Geoff and Maggie Bateman slid off the road on a hairpin left and gently nudged a tree which just stopped them from rolling down the hillside, shades of the Italian Job and a day I am sure they will not forget in a hurry. Yet more delay followed as they were also extracted by the hard working recovery vehicle which neatly pulled off the rear bumper in the process.

By now time was marching on so Ken took an executive decision and we moved from 2 minute gaps to 1 m 30 sec which worked OK and we pulled a bit of time back. It is a very good test, although with perhaps a tad too many things that you can hit, particularly caravans, but everyone seemed to really enjoy it and it was a fairly satisfied bunch of competitors that arrived back at the finish in Pitlochry as it started to get dark.

Pitlochry may seem a long way north, even for us, to marshal or compete on a rally but they put on a very competitive event, in spectacular scenery and with the roads are pretty traffic free.





NESCRO



Historic Motorsport In
The North Of England & Scotland

Challenge Positions

Following the Saltire

Only showing the Top 10

NESCRO 2018 Historic Driver's Challenge (9 Rounds)

Pos	Driver	pts
1	Dave Short	595.1
2	Dave Marsden	492.3
3	John Sloan	411.8
4	David Agnew	309.6
5	Peter Metcalf	254.4
6	Malcolm MacKay	248..3
7	Brian Bradley	221.2
8	Ray Jude	220.3
9	Jim Hendry	218.8
10	Ernest Calvert	218.0

NESCRO 2018 Targa Driver's Challenge (11 Rounds)

Pos	Driver	pts
1	Simon Jennings	597.6
2	Philip Hodgson	576.4
3	Quentin James	455.2
4	Chris Hunter	379.1
5	Paul Bowness	346.6
6	Geoff Bateman	330.8
7	Chris Dodds	324.1
8	Robert Short	307.2
9	Liam Charlton	251.9
10	Kevin Savage	249.8

NESCRO 2018 Historic Navigators Challenge

Pos	Navigator	pts
1	Roy Heath	595.1
2	Marian Sloan	492.3
3	Marian Sloan	411.8
4	Alan Jackson	309.6
5	Thomas Forrest	238.3
6	Ben Jude	220.3
7	Bryan Smith	218.0
8	Michael Fox	196.7
9	Ali Procter	192.7
10	David Byrne	180.1

NESCRO 2018 Targa Navigators Challenge

Pos	Navigator	pts
1	Ian Giles	576.4
2	Tom Howe	455.2
3	Colin Fish	441.0
4	Fiona Tyson	379.1
5	Esther Bowness	346.6
6	Maggy Bateman	330.8
7	Kirsty Thompson	307.2
8	Phillip Savage	249.8
9	Liam Hodgson	202.9
10	Clifford Auld	189.0



Extra

THE NEWSLETTER FOR BRITISH MOTOR SPORT

Motorsport UK: the new name for the Motor Sports Association (MSA)

An ambitious new phase for motorsport in the United Kingdom has begun, with the Motor Sports Association (MSA) launching a new identity, Motorsport UK, as it transitions from a traditional governance-led association to a modern membership-focused organisation.

The rebrand from the MSA to Motorsport UK signals a shift in the governing body's emphasis, putting the promotion of the sport and customer service at the forefront of its mission. This represents a fundamental repurposing of the organisation as it seeks to grow the sport and better serve its members.

The new name, Motorsport UK, and the more striking visual identity with its modern typeface and bold colour palette, will make the governing body more identifiable and relevant to new audiences, providing a better platform from which to market and grow the sport.

Motorsport UK's new strategy aims to build a stronger, more vibrant community across motorsport. The new identity reflects this through four concentric circles to represent four-wheeled action, united across four home nations, with a dynamic design celebrating speed.

Governance will remain a cornerstone of Motorsport UK's activities but the organisation will work to recruit and retain members through a more transparent and customer-focused approach to regulations. The governing body will maintain its track record of outstanding management of safe and fair sport; while lowering barriers to entry and enhancing its customers' ability to enjoy their passion for four-wheel competition.

David Richards CBE, Chairman of Motorsport UK, said: "When I took over as Chairman in January, I outlined my vision of a sustainable future for motorsport in the UK. It's been a year of hard work behind the scenes as we've begun moving towards this goal, and I'm delighted that the first real changes can now be revealed in the shape of our new identity, Motorsport UK.

"This is the just the start; there are lots of new initiatives in the pipeline, all designed to grow the sport and better meet the needs of our customers and stakeholders. We're moving forward with a renewed confidence for the future of UK motorsport, and that future starts here."



New benefits package adds value for Motorsport UK members

Motorsport UK has announced that licence holders will be auto-enrolled in a new membership programme, which delivers a range of benefits and discounts to the Motorsport UK community.

Members will benefit from discounts with Motorsport UK Membership Partners, typically targeted at offsetting some of the costs of competition. These include: competition and road car insurance (Adrian Flux); road car and competition tyres (Protyre); safety-wear (Grand Prix Racewear); tools and parts (Halfords); outdoor wear (Ellis Brigham); and ferry travel (DFDS).

All these complement the peace of mind provided by Motorsport UK's personal accident insurance, offered as standard through the governing body's insurance broker, JLT, to competitors competing in Motorsport UK permitted events and those overseas meetings inscribed on the FIA calendar.

Additionally, Motorsport UK is working to allow its members to reduce the cost of enjoying motorsport, partnering a number of news and feature magazines and motorsport events in delivering its members highly competitive discounts.

Additional partners and promotional offers will be announced in the coming weeks.

David Richards, Chairman of Motorsport UK, said: "We are going through a big cultural change, where little things make a big difference and the membership programme represents a start in this shift. This is the next logical step following our change in name and identity, helping ensure that we deliver on our promise and deliver tangible benefits to our customers.

"Additionally, I am delighted that we are able to extend this programme to all our volunteer marshals and officials as our way of saying 'thanks', for without them, our competitors would not be able to enjoy the sport we are all so passionate about."

The programme and details of how to redeem each partner offer will be available accessible from the Motorsport UK members' website in advance of 2019.

Technical

Updates, clarification and advice

Helmet cameras

The Motorsport UK Technical Team was recently asked about the acceptability of a relatively new helmet camera system, apparently fixed with Velcro within the helmet's visor opening.

Motorsport UK regulations currently prohibit any helmet cameras, regardless of how they are attached. There is one exception, which is for integral cameras provided by the helmet manufacturer on a helmet approved under one of the recognised standards – unlike the example here.

To clarify, regulation (K)10.3.3(d) remains applicable and helmet cameras (unless complying with the exemption above, which would be a rare case) are not permitted in Motorsport UK events.

Helmet condition

A scrutineer sent in these images, showing a helmet presented at a recent race meeting. There is no MSA/ Motorsport UK helmet sticker present, the general condition is very poor, there is visible significant damage to the shell, the lining is severely damaged and it appears to have been spray-painted without much care or proper masking. Competitors are advised that helmets presented in similarly poor condition will not pass scrutineering. Please ensure that helmets are kept in suitably good condition, in accordance with the regulations.



Regulations for consultation

The latest regulation changes

<https://www.motorsportuk.org/The-Sport/Regulations/Proposed-Changes-for-Consultation>

Exhausts

This image was sent in by a Scrutineer at a recent endurance race event. The car was presented at scrutineering prior to the noise test. The team admitted that it put the end cans on to get through noise testing and planned to remove them for the race.

Not only did these temporary silencers stick out 225mm beyond the bodywork – far more than the 150mm permitted by regulation (J)5.16.2 – but the fact that they were using a temporary silencer itself would result in a non-compliance as per regulation (J)5.17.7.

The exhausts were well over the noise limit when tested with the end cans removed.

Noise regulations are an important part of motorsport's environmental responsibilities, so please ensure that they are complied with at all times.



Corbeau issues fraudulent activity notice

Corbeau Seats has issued the following notice on its website:

We have recently been the victim of fraud which has resulted in some of our safety equipment being purchased using falsified information consequently these items are now classified as 'stolen' and remain the ultimate property of Corbeau Seats Ltd.

We have mitigated the risks of this event reoccurring however at present the FIA approved items remain in general circulation.

Therefore, we would like to ask people to be vigilant, especially if they are in the market for a cheap set of FIA Seats and harnesses. If you do see any of the items listed below for sale and you can verify the FIA Hologram number, please notify either ourselves or the Motorsport UK on the contact links below.

The items are as follows:

1x Revenge STD Serial
14515 FIA AB297476
1x Revenge XL Serial
14892 FIA AB297475
1x 2006SS Ultima Harness
Serial 804478/505 FIA
A5008844/801

Contacts:
sales@corbeau-
seats.com +44 (0)1424
854499
tech-
nical@motorsportuk.org
+44 (0)1753 765000



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

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Blackburn Services

To Book Your Place On Training Sessions

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possible as it saves lots of
admin time for our volunteers!**

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



2019 Training Dates
See page 62

Or email Tracy Smith
tracey.amsc@hotmail.com

Or phone Jon Aston
0333 0022 510



Championship Standings

In Brief : Updated 29/11/18

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

Road Rally : following *Brynau Clwyd (R 15)*

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	600
2	Steve King	WBCC	563
3	Lorenzo Lee	Dovey	552
4	Mike Webber	116	528
5	Jon Bossen	Matlock	510

O/A	Navigator	Club	Points
1	Rob Bryb Jones	Clwyd	764
2	Ian Beamond	Newtown	624
3	Michael Gilbey	Aberystwyth	585
4	Grace Pedley	Knowlale	469
5	Cadog Davies	Lampeter	409

Stage Rally : Following *Glyn*

O/A	Driver	Club	Points
1	Andrew Morris	Welsh Border	907
2	Calvin Woods	Wigan	753
3	James Swallow	Bolton	722
4	John Stone	BSSMC	708
5	Gethin Jones	Harlech	682

O/A	Co-Driver	Club	Points
1	Chloe Thomas	C&A	907
2	Stephen Landen	Warrington	902
3	Tomos Williams	C&A	837
4	Lauren Hewitt	Wigan	781
5	Catrin Jones	Clwyd Vale	761

Stage Rally (Forest) : R7 *Trackrod*

O/A	Driver	Club	Points
1	David Roberts	Bala	154
2	David Auden	Knutsford	146
3	Andy Graham	ERO	72
=4	Hugh Hunter	NWCC	40
=4	Steve Johnson	U17MC	40

O/A	Co-Driver	Club	Points
1	Emyr Hall	Bala	115
2	Sion Cunliffe	C&A	113
3	Christopher Row	Knutsford	109
4	Ian Jones	NWCC	103
5	Dei Jones	Bala	82

Autotest : Following *R15 Rhyl*

O/A	Driver	Club	Points
1	Dave Evans	Whitchurch	191
2	Dafydd Roberts	C&A	174
3	Colin Moreton	Knutsford	160
4	Colin Moreton	Knutsford	160
5	Lee Matthews	C&A	105

PCA (Under 25s only) : Following *R25 Rhyl*

O/A	Driver	Club	Points
1	Matthew Nicholls	Bolton	96
=2	James Robinson	U17MC NW	76
=2	Delo Hughes	C&A	76
4	Will Hughes	C&A	74
5	James Williams	U17MC	40

AutoSOLO : Following *R15 11/11*

O/A	Driver	Club	Points
1	Neil Jones	Bala	240
2	Andy Williams	U17MC	228
3	Howard Morris	Rhyl	226
4	James Williams	U17MC	220
5	Jamie Foster	Rally Group B	214

Sprint : *R20 Anglesey*

O/A	Driver	Club	Points
1	Robert Tongue	Liverpool	854.96
2	Nigel Fox	Clitheroe	832.94
3	Nigel Trundle	G&PMC	818.65
4	Steve Wilson	Longton	808.83
5	Chris Boyd	Longton	804.63

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 *R9 'Yorkshire'*

O/A	Driver	Club	Points
1	Henry Kitching	Ilkley	176
2	Rupert North	A&PMMC	175
3	Kevin Roberts	Bala	148
4	Sion Griffith	Bala	143
5	John Wadsworth	NWCC	132

Championship Standings

In Brief : Updated 29/11/18

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

North Wales Stage Rally Challenge

O/A	Driver	Club	Points
=1	Gethin Jones	Harlech	195
=1	Eric Roberts	C&A	195
3	Dion Rowlands (Junior)	Harlech	186
4	Andrew Morris	WBCC	167
5	Calvin Woods	Wigan	165

O/A	Navigator	Club	Points
1	Tomos Williams (Junior)	C&A	194
2	Kai Daniel Alcock (Junior)	Harlech	182
3	Chloe Thomas (Junior)	C&A	164
4	Connor Aspey	Wigan	161
5	Mari Haf Evans (Junior)	C&A	156

North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Mark Lennox	Newtown	212
=2	Lorenzo Lee	Dovey	209
=2	Steve King	WBCC	209
4	Andy Price	Telford	178
5	Dylan Williams	Harlech	150

O/A	Co-Driver	Club	Points
1	Ian Beaumond	Newtown	221
2	Michael Gilbey	Aberystwyth	199
3	Rob Bryn Jones	Clwyd	176
4	Aron Jones	Bala	161
5	Michael Jones	WBCC	146

Historic Road Rally Challenge

O/A	Driver	Club	Points
1	Ian Crammond	3 Castles	80
2	Richard Harrison	Knutsford	50
=3	Arthur Jones	Rhyl	18
=3	Duncan Wild	Knutsford	18
	Lee Matthews	C&A	0

O/A	Co-Driver	Club	Points
1	Peter Boyce	HRCR	58
2	Richard Crozier	HRCR	40
3	Henry Carr	Ilkley	36
4	Grace Pedley	Knowlale	0
=5	Yvonne & Ellis Matthews	C&A	0

Sprint & Hillclimb Championship

O/A	Driver	Club	Points
1	Michael Thomson	ERO	859.52
2	Robert Tongue	Liverpool	855.96
3	Nigel Fox	Clitheroe	848.72
4	Raymond Worrall	ERO	841.56
5	Nigel Trundle	G&PMC	827.61

Allrounders Championship

O/A	O/A Driver	Club	Points
1	Nigel Fox	Clitheroe	150
2	John Wadsworth	NWCC	148
=3	Dave Goodlad	Knutsford	144
=3	Stephen Johnson	U17MC	144

O/A	Junior (U25) Driver	Club	Points
1	James Williams	U17MC	128
2	Ellis Matthews	C&A	113

O/A	Driver - 1000cc	Club	Points
1	Stephen Johnson	U17MC	143
2	James Williams	U17MC	101

Inter-Club Championship (144 Events)

O/A	Club	Points
1	Caernarvonshire & Anglesey MC	438
2	Knutsford & DMC	397
3	Clitheroe & DMC	365
4	Bolton-le-Moors CC	359
5	U 17 MC	323
6	Bala & DMC	319
7	North Wales CC	314
8	Liverpool MC	242
9	Longton & DMC	232
10	Rhyl & DMC	205

Marshals Championship

O/A	Marshal	Club	Points
1	Maurice Ellison	Clitheroe	166
2	Tim Millington	Warrington	131
3	Amanda Baron	Accrington	115
4	Tracey Smith	Accrington	85
5	Laura Jos	C&A	75
6	Catrin Jos	C&A	68
=7	Robert O'Brian	Warrington	65
=7	William O'Brian	Warrington	65
9	Paul Cross	C&A	60
10	Rob Jos	C&A	55

Championship Standings

In Brief : Updated 29/11/18

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

Glynne Edwards Memorial Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey MC	1440
2	Bala & DMC	1151
3	North Wales CC	829
4	Harlech & DMC	680
5	Rhyl & DMC	523
6	Clwyd Vale MC	429
7	116 MC	429
8	Broughton & Brecon MC	313

Ladies Rally Championship

O/A	Driver	Club	Points
1	Jade Paveley	NWCC	311.02
2	Ashleigh Morris	Bolton	285.56
3	Lauren Groves	Clwyd Vale	17.65

O/A	Co-Driver	Club	Points
1	Chloe Thomas	G&A	637.61
2	Lauren Hewitt	Clwyd Vale	557.57
3	Grace Pedley	Knowlale	474.78
4	Mari Haf Evans	C&A	438.91
5	Catrin Jones	Clwyd Vale	367.25

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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Allrounders

O/A	Competitor	Club	Points
1	Nigel Fox	Clitheroe	150
2	John Wadsworth	NWCC	148
=3	Dave Goodlad	Knutsford	144
=3	Steve Johnson	U17MC	144
=3	Jamie Foster	Rallying with G 'B'	144
6	Michael Gilbey	Aberystwyth	137
7	Andy Williams	U17MC	136
8	Rob Bryn Jones	Clwyd	135
=9	Howard Morris	Rhyl	128
=9	James Williams	U17MC	128
11	Neil Jones	Bala	120

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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 50stage miles in total.

Legendfires 
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motorsport UK

ANWCC Marshals Day

Saturday 26th January

Warrington Campus

of Chester University

Marshal update /refresher / training sessions take place on at Warrington Campus of Chester University.

We plan to run day sessions covering Timing, Radio, New to Motorsport and Sector Marshal, refreshers sessions for those looking to remain at the grade they already have and Taster workshops for those still deciding if they want to specialise.

If you would like to enrol please complete the form below and your name will be added to the list.

<https://form.jotformeu.com/janb/nw19>

We will aim to confirm receipt of your form within 24 hours but please bear with us, rallying sometimes gets in the way!




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Peugeot 205gti

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

Open to offers

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For more details

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TRAINING DATES for 2019

9th Feb 2019

Llandrillo College, Colwin Bay
Fire Theory + Practical Training
(Beginners/Refresher)

16th Feb 2019

Blackburn Services
Introduction to Marshalling (Practical)
(Beginners/Refresher)

3rd Mar 2019

3 Sisters - Wigan
Introduction to Timing (Practical)
(Beginners/Refresher)

3rd Aug 2019

Blackburn Services
Fire Theory + Practical Training
(Beginners/Refresher)

7th Dec 2019

Blackburn Services
First on Scene
(Beginners/Refresher)

Register for the above at :-

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

Grizedale Stages Rally 8th December

Whether you are out every weekend on rallies or just once or twice a year for local events, we would love to hear from you!!

Please ring Dave Brodie on 07795 253 563 to let us know when and where you will be able to help. We have a variety of jobs on offer, ranging from marshalling to results and/or timing so please get in touch, we would love to hear from you!

If you would be interested in joining the organising team for this and/or future years we are always looking for individuals to join us. To get involved with the event prior to the main day then please contact us - it would be great to have you on board. The GSR team is made up of a group of dedicated, professional, motivated and willing volunteers (ok not all of those attributes!) from all over the UK. If you have experience of running motorsport events or you have no knowledge at all but are keen to learn we would like to hear from you. Please contact any of the officials from the contacts page - you will be made most welcome.

If you have any further queries then:

In-stage Marshals including Start and Finish crews please contact:

Chief Marshal - Dave Brodie, 07795 253 563

Email: marshals2018@grizedalestages.co.uk

Radio Crews, Rescue Units, Recovery Crews please contact:

Andy Smith, Safety Officer, 07971 817028

Email: safety2018@grizedalestages.co.uk



rally TRACKDAYS

NEW! Junior rally TRACKDAYS

JUST £135 FOR THE DAY

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

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BOOK ONLINE AT RALLYTRACKDAYS.COM
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- No Competition licence needed.
- Breakfast and Lunch included in £75 entry fee (for 2 people).
- Optional food and drinks available at the Finish.
- Regulations & Entry Form will be released on the 5th January 2019 via our website at www.twopeaksmotorclub.uk
- To go on our mailing list for Regulations and Entry Form please email the Tour at: info@twopeaksmotorclub.uk

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Autumn 2018

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Manx Auto Sport

OrmCo Stages Rally

OrmCo Junior Stages

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

www.manxautosport.org

A man awoke one evening to discover prowlers in his storage shed.

He immediately called 999, gave his address, to report the prowlers and possible burglary.

The operator at the other end said: "Are they in your house?"

He said they were not, only in his storage shed in back of the house.

The operator said there were no cars available at that time.

He thanked the operator, hung up the phone and counted to 30 and called again.

"I just called you about prowlers in my storage shed. Well, you do not have to worry, as I just shot them all dead!"

Within seconds there were three police cars, an ambulance and fire engine at the scene.

After capturing the prowlers red-handed, the policeman asked the caller, "I thought you said you had shot them all!"

The man answered, "I thought you said there were no police available!"

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Acknowledgements

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

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

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

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

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George Jennings	Keith Thomas
Tony Lynch	Lauren Hewitt
Neil Raven	Tony Vart
Tommi Meadows	Matt Broadbent
Bob Hargreaves	Tony North
Songasport	Sam Spencer
Ed Graham	Sam Collis
Niall Frost	Simon Frost
John Harden (LiMC)	Matt Hewlett
Mike Garstang	Gareth Lloyd
Adrian Lloyd	Dave Thomas

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

Dave Williams & Rachel Bourne (NW Racers)

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Keith Lamb (Gemini 9) Ian Davies (Gemini 23)

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

Bryan Flint (Gemini32) Derek Bedson (Gemini 21)

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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 AGM

**Wednesday
16th January 2019**

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

ANCC

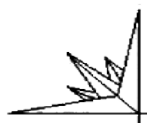


Monday 7th January

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

Tuesday February 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 January edition is
Monday the 24th of December
which is due out on**

Friday the 28th December
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**